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HENRY V. POOR, Editor.

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PRINCIPAL CONTENTS.

American Railroad Journal.

Saturday, March 5, 26, 1853.

New York and Erie Railroad.

We learn that the Erie Railroad company have concluded to present and publish a report! A paper, signed by a number of our leading bankers, representing the urgent necessity of such a step to relieve the company of the injurious imputations resting upon it, in consequence of the wide discrepancies in its published statements, and the immense sums unaccounted for in construction—has been presented to the directors, and an explanation requested. In obedience to this call, we may shortly expect some sort of an answer.

A step in the right direction has been taken; we hope it will not come short of the mark. A great work is before the directors—no less than the history of the expenditure of $30,000,000. This history is yet to be published. It extends through a period of eight years, and embraces an amount of matter which other companies would hardly crowd in 1000 pages. It is, too, deserving an enterprise of such vast magnitude as the Erie, that all its characteristics should be thoroughly understood. A description of the more important works in its line would constitute a most instructive chapter to the engineering profession. So, too, with the running of the road. The experience of no other work is calculated to throw so much light upon the cost of transportation, and all matters connected with the management of a railroad. Yet, as far as all these questions are concerned, this history of the company thus far presents a mere blank. We hope such will be the case no longer. We hope, while the directors are at work, they will do the business up thoroughly. In popular phrase, the road is *completed*. Let us now see the *process*. Let the directors now go to the bottom of the matter. Let us have a voucher for every charge. Let them give us a report, that shall constitute a broad and sufficient basis for all that are to come after, a landmark to which all future expenditures shall be referred. To make a partial or superficial report, will only excite, instead of allaying apprehension. A spirit of inquiry is aroused, which which can only be satisfied by leaving nothing in doubt or to be answered.

As far as the responsibilities of public servants are concerned, nothing is presumed in their favor. Every statement involving an expenditure of money, must be accompanied by its appropriate voucher. Every act must be based upon a *sufficient* reason, and every departure from it, or discrepancy, must be followed by an explanation. Such are the responsibilities that attach to the officers of banks, insurance, and other companies, and *railroads*. And any deviation from this rule is always looked upon as good ground for suspicion and investigation.

For example: Mr. Loder states in his report of 1845, that to complete the Erie road to Lake Erie will cost, (excluding equipment) $7,350,000. And as a reason for this statement, he says:

"*In reference to the estimates, it may be proper to state, that responsible contractors have offered to take the whole work, at prices nine per cent. less than those assumed in the calculations on which they were based.*"

If it were a fact, that *responsible* parties stood ready to complete the road for $7,350,000, why was not this contract entered into? Upon what *calculations* were the estimates based? Have they been departed from? Have $20,000,000 been expended upon what could have been done for $7,350,000? In what particulars have the original calculations been departed from, if any? Here are very grave inquiries, that demand *explicit* answers.

Nearly three years subsequent to the date of the above report, the directors in a further report, under date of May 19, 1848, state that "*the Erie railroad, when completed, will not exceed one-half the cost of the Western railroad of Massachusetts, from Albany to Boston.*" The cost of the Western road, at the above date, was about $50,000 per mile. By the above calculation, the cost of the Erie road was estimated at $25,000, or an aggregate cost of $11,460,000. The public must know in what these estimates have been exceeded. It would be supposed that a period of three years would have afforded a sufficient time to have prepared a correct estimate of the cost of the road.

So, too, with the estimate of cost in the report under date of Feb. 1, 1851, from which we quote as follows:

"*The whole cost of the road, with ample depot grounds and buildings, and equipments for operating the road, together with the Newburgh branch, and valuable and extensive docks and grounds at Dunkirk, Newburgh, Piermont, and New York, with extensive machine shops, barges, steamboats, etc., will be, at the time of reaching the lake about $20,500,000; or, after deducting the value of the equipments, $2,500,000—$38,706 per mile.*"

Here, too, an explanation is emphatically demanded. In a period of little more than two and a half years, we find the previous estimate exceeded by more than $9,000,000. Where this immense sum went to, the public are entirely in the dark. Was the previous estimate correct? Was the present one? Give us, gentlemen, the data for both. Here are matters that *must* be explained.

The next statement of the cost of the road was made Dec. 24, 1851, some eight months *after* it was opened to the lakes. The entire cost of the road at this time, was stated to be $24,000,000; but this sum embraced $250,000 of stock in the Buffalo and State line railroad. The cost of the road was, therefore, at that time, stated at $23,750,000, or $3,250,000 over the estimate made only 11 months before. By the 30th of September, 1852, only 9 months subsequent to the previous date, the cost increased $3,801,205 71, or $7,051,205 71 over the estimate made when the road was upon the very eve of completion!

As far as we can ascertain, the public have been furnished with no sufficient data showing the cost of the road, nor for what objects this vast sum has been expended. We can find no engineer's report, and presume none has ever been published. Such an omission is to our mind past comprehension; without it, we are entirely without chart or

compass. No person but an engineer can correctly estimate the cost of construction. When *his* reports accompany those of the directors, we have before us the evidence by which we can determine the correctness of theirs. No well managed concern that we have heard of, ever omitted the engineer's report from their own. It is considered as the necessary voucher for the correctness of the statements of the directors. We do not think that there are ten men in the city who can tell who has been the chief engineer of the Erie railroad for the past few years. In fact, we believe the company have had none till very recently.

Similar remarks apply with equal force to the running of the road. No *superintendent's* reports have ever been published. The public have no evidence by which they can determine whether the road has been run at a profit or a loss, as we shall show. Is this the way to manage a railroad? Is the Erie company absolved from duties which are regarded as indispensable by all others? How are the public to know anything about their property, whether it be earning or losing money, but from the person who superintends its affairs? The president himself knows nothing about this department, except what he derives from the superintendent; and is the only source to which the public can look for information, to be sealed to them?

The discrepancies between the different statements made by the company, show the necessity of detailed reports from the chiefs of the several departments. In the report published Dec. 24, 1851, the amount and value of the *equipment* is stated as follows:

132 locomotives	$1,118,152 96
72 passenger cars	178,290 84
1505 freight and other cars	864,986 44
	2,161,430 24

In the report to the legislature of September 30th last, the number of engines is stated at 142, and their cost at $1,349,987 29, an increase of $231,834 33 for *ten* locomotives, which, in fact, did not cost, as everybody must know, over $85,000. The increase in the number of passenger cars between the two reports was stated to be *three*, while the account to which they are charged is increased $84,587 94. A passenger car costs about $2,250. Here is an increase of over $200,000, for less than one year, in the items of equipment, for which no explanation is given. Is it not probable that this amount was charged to *construction*, when it should have been charged to the *running* account, for the purpose of making a better show of earnings?

In the report of February 1st, 1851, the directors state the cost of the equipment of the road to be $2,500,000; the report of December 24, 1851, states that since the previous report, $500,000 had been added to this account, making an aggregate of $3,000,000. We have already shown, that at the latter date the cost of the equipment was only $2,161,431 24—showing a discrepancy of $838,568 76, in the item of equipment alone, between two statements made the same year! Is not an explanation called for here, gentlemen directors?

We think we have already conclusively shown the necessity for detailed reports by the chief engineer of the road. We will cite another case in point. Mr. Loder, in his report of December 24, 1851, in speaking of the proposed double track, says, "The portion of *double* track which the company propose to build, is of *easy grade and construction, and can be built for about* $10,000 *per mile.*" Contracts for double track for about 125 miles were given out last spring. We presume not more than two-thirds of the work of grading the 125 miles could have been paid for on the 30th of September. The cost of grading the above, assuming the correctness of Mr. Loder's estimate, cannot exceed $4,000 per mile, or $500,000 in the aggregate, as the superstructure and laying track cannot cost less than $6,000. We find, however, that the graduation, etc., account, increased, from December 24 to September 30, $1,272,788 54, exceeding the estimated expenditure by the sum of over $900,000. Here is an interesting field of inquiry, to determine what has become of this vast sum, which, according to the president's statement, was not wanted for construction.

The increased cost of superstructure, between the two last reports has been $559,813 50, of this sum, only $55,080 00 has been paid out for iron for renewals. What has become of the $500,000? Has the iron for the double track been paid for?

The public, too, will insist upon knowing what has become of the $6,722,260, unaccounted for in the statement of the *items* that make up the *aggregate* cost of the road. These are as follows for the two years:

	1851.	1852.
Graduation, masonry, and bridging	$9,388,836 38	$10,661,624 92
Superstructure, including iron	4,230,508 96	4,790,322 46
Passenger and freight stations, etc.	764,305 91	1,048,199 53
Land, land damages, and fences	990 851 85	1,077,365 67
Locomotives	1,117,643 96	1,349,987 29
Passenger and baggage cars	178,290 84	262,878 78
Freight and other cars	859,255 26	1,162,745 22
Engineering and agencies	443,886 80	475,821 29
Correct footing	17,973,582 96	20,828,945 16
Footings in company's report	24,028,858 20	27,551,205 71
Difference	$6,055,275 24	$6,722,260 55

The road, with its equipment, no matter how extravagant the directors may have been, has cost only $20,828,945 16. *What has become of the* $6,722,260 55, *charged to no account whatever*, even by the directors? This is an inquiry in which the public will take a deep interest. No doubt a portion of it has gone for the payment of discounts, shaves, dividends, etc. etc. Not all, however. This sum of $6,722,260 55, which has been lost outright, is nearly as large as the entire cost of the work, as estimated by Mr. Loder in his first report, and quite equal to what he stated *responsible parties* offered to build it for!

But this is not all. It will be seen by the above statement, that the "*deficit account*"—to introduce a new phrase in bookkeeping—has increased during the year by the sum of $666,987 31! Where shall this vast sum be placed? It has not been paid for interest, nor dividends, for, if we are to credit the directors' statements, these have been paid out of the *earnings* of the road; nor for construction nor equipment, as these accounts have already swollen too rapidly to justify any such idea. Has it gone to a *secret service fund*, the objects of which are only known to the directors? Conjecture, even, can offer no satisfactory explanation to our minds for this extraordinary deficit.

We want to know something as to the internal management of the company, such as the mode of making up accounts. Upon the first or second day of the month, the earnings of the *past* month are published. Now we do not see how the earnings of the last month can be ascertained with such precision, at so early a date. A large portion of the freight is paid by *consignees*, and not until the property upon which it is paid is taken from the possession of the company. At the end of every month, the company must have in their possession an immense amount of property, moved during the month, and upon which nothing has been received; so that it would require at least another month to make up the accounts of the preceding one. If *receipts* be taken for *earnings*, there is still greater difficulty in ascertaining immediately what portion of the receipts actually belong to the Erie company. The greater portion of the freight is collected upon merchandise going *to* tide water. This freight is paid by the New York consignee. A half a dozen other roads may have an interest in this freight, which is collected and held in trust for them by the Erie company. The monthly statement of the earnings of the company, as they are now made, cannot state the fact, and only mislead, instead of informing the public, as to the real amount earned. Reform and light are called for here, and we are not sure, that in the balance which may have been found to be due other companies at the close of the year, we have not hit upon an explanation of the increase of the "deficit account," already referred to. The aggregate earnings of the year were made up of the reported monthly statements. It is probable, that from this aggregate a large sum had to be deducted for amounts due other roads. An explanation at the time would have left the company without an apparent apology for declaring a dividend. Are we right in our conjecture?

We know that people at a distance will think we have been dealing in fiction. We can assure them, however, that our data are *all* drawn from the figures furnished by the company, and we believe the number of the Journal of February 19th, presents all that is material in its published reports for the past eight years—all that has been offered by the directors by way of explanation, as well as the general statements of the condition of the company. The public must draw their own conclusions. Should they still remain incredulous that a railroad, located in New York, can be managed in the manner in which the Erie company's appears to have been, we say, that we are not without parallel cases, in the management of matters in which our community have a still higher interest than in this road. We can, however, assure the public, that the affairs of few companies have been conducted as have those of this; otherwise, we fear that they would bear but poor credit both at home and abroad. The Erie railroad has been the pet project of New York. Such entire confidence has been felt in its success, that no attention whatever has been paid to the manner in which its affairs have been conducted. Inattention to everything that does not immediately concern themselves, is characteristic of New-Yorkers. Whether the time has not come in which this indifference should be laid aside, as far as the Erie railroad is concerned, we leave it to the public to judge.

New York.

The Rochester and Charlotte Railroad is progressing rapidly, and will be ready for operation at the opening of navigation. The iron was purchased before the rise, and is now worth at least forty per cent. more than it cost the company. It was discharged from canal boats last fall, just west of the city of Rochester, where the railroad crosses the canal.

STATEMENT,

SHOWING STOCKS AND DEBTS OF THE RAILROADS OF THE STATE OF NEW YORK, 1852.

NAME.	Miles in use.	Capital stock as by charter and articles.	Amount of stock subscribed.	Amount paid in by last report.	Amount now paid in.	Funded debt by last report.	Present amo't of funded debt.	Floating debt by last rep.	Present amount of float. debt.	Present amo't of funded and floating debt.	Int. per cent. on funded & float. debt.
Albany and Schenectady	17	$1,000,000	$1,000,000	$1,000,000	$1,064,700	$716,665	$685,300	none.	none.	$685,300	6½
Albany and West Stockbridge	38½	1,000,000	1,000,000	1,000,000	1,000,000	none.	none.	$930,895	$930,895	930,895	nothing.
Buffalo and Niagara Falls	22	393,750	393,750	392,866	392,866	19,670	19,670	5,178	13,860	33,630	7
Buffalo and Rochester	76	1,825,000	1,825,000	1,825,000	1,825,000	160,903	184,903	.....	150,000	334,903	6½
Cayuga and Susquehanna	35	1,500,000	700,000	168,000	687,000	300,000	400,000	231,452	99,936	499,936	7
Hudson River	144	4,000,000	3,753,475	3,703,229	3,740,515	5,646,884	6,046,395	159,427	956,590	7,002,985	7
Hudson and Berkshire	31½	450,000	380,000	425,000	425,000	325,000	325,000	49,149	52,000	377,000	6½
Long Island	95	3,000,000	3,000,000	1,875,148	1,875,148	512,957	516,246	7,403	52,094	568,340	6
New York and Erie	464½	10,500,000	7,766,991	5,992,289	7,766,991	14,503,868	18,003,868	2,957,376	1,323,053	19,326,922	7
* New York and Harlem	130½	5,000,000	4,725,250	3,888,750	4,725,250	869,201	977,463	115,366	606,368	1,583,831	7
New York and New Haven	61	3,000,000	3,000,000	2,788,375	2,992,450	1,376 000	1,641,000	69,534	202,487	1,843,487	7
Northern	118	2,000,000	2,000,000	1,529,863	1,578,311	1,602,790	2,780,760	1,081,831	649,044	3,429,804	7
Oswego and Syracuse	35	350,000	350,000	350,000	200,000	200,000	201,500	10,413	8,040	209,540	7
Rensselaer and Saratoga	25	610,000	610,000	610,000	610,000	25,000	25,000	.....	.....	25,000	7
Rochester and Syracuse	104	5,549,800	5,549,800	3,364,979	5,132,990	821,000	700,123	.....	60,000	760,123	7
Saratoga and Washington	53	1,350,000	889,800	886,200	889,800	596,500	940,000	120,000	none.	940,000	7
Schenectady and Troy	20½	650,000	650,000	650,000	650,000	73,800	90,200	2,654	3,578	93,778	7
Syracuse and Utica	53	2,400,000	2,400,000	2,400,000	2,400,000	103,000	126,000	none.	none.	126,000	7
Troy and Greenbush	6	275,000	274,400	274,400	274,400	3,850	none.	none.	none.	none.	.
Utica and Schenectady	78	4,500,000	4,500,000	4,124,000	4,124,000	102,500	none.	none.	none.	none.	.
Watertown and Rome	96	1,500,000	1,090,100	659,715	1,011,940	442,000	650,000	53,385	27,361	677,361	7
Buffalo, Corning and New York	44	1,400,000	1,432,000	230,494	608,435	.....	400,000	110,000	30,000	430,000	7
Buffalo and State Line	69	1,000,000	881,000	605,926	879,036	none.	872,000	87,177	148,389	1,020,389	7
Canandaigua and Elmira	46½	1,600,000	458,700	402,589	425,509	251,000	582,400	256,870	38,375	620,775	7
Chemung	17½	380,000	.....	380,000	380 000	70,000	70,000	.....	.....	70,000	7
Platisburg and Montreal	23	500,000	201,932	12,460	174,042	.....	131,000	.....	66,646	194,646	7
Sacketts Harbor and Ellisburg	..	175,000	175,000	66,613	87,268	.....	150,000	6,556	7,356	157,356	7
Rochester, Lockport and Niagara Falls	76	1,675,000	1,447,500	728,273	1,446,180	.....	711,100	.....	.....	711,000	7
Saratoga and Schenectady	22	300,000	300,000	300,000	300,000	125,000	124,000	.....	.....	.....	7
Troy and Boston	26	1,000,000	510,000	.....	413,777	.....	340,500	.....	169,002	509,503	7
Troy and Bennington	5	80,000	73,800	.....	71,300	.....	100,000	.....	63,992	163,902	7
Troy and Rutland	32	325,000	265,000	.....	237,690	.....	.....	.....	.....	.....	.
	2064½	$54,288,550	$46,868,249	$36,745,422	$43,814,353	$27,978,380	$36,816,966	$6,139,306	$5,052,805	$41,742,671	

RAILROADS NOT COMPLETED.

	Length in miles.	Capital stock as by charter and articles.	Amount of stock subscribed.	Amount paid in by last report.	Amount now paid in.
Flushing	8	200,000	46,480	.....	4,648
Buffalo and Lockport	25½	600,000	600,000	.....	210,000
Albany and Saratoga	6	300,000	6,500	.....	.....
Troy Union	21	30,000	3,300	.....	498
Lake Ontario, Auburn and New York	73	1,500,000	395,650	.....	7,300
Mohawk Valley	80	2,000,000	131,500	.....	13,150
Syracuse and Binghamton	80	1,200,000	649,200	.....	66,935
Albany Northern	32	600,000	420,220	.....	200,830
Troy and Bennington	5	80,000	73,800	.....	71,300
Erie and New York City	70	750,000	114,750	.....	8,275
Attica and Alleghany Valley	74	1,000,000	86,200	.....	8,620
Lebanon Springs	22½	500,000	75,000	.....	.....
Albany and Susquehanna	140	1,400,000	500,000	.....	50,000
Miles in Construction	618	$10,160,000	$3,102,600	.....	$641,556
	2,064½	54,288,550	46,868,249	.....	43,814,353
	2,682½	$64,448,550	$49,970,849	.....	$44,455,909

Railway Exhibits.
Baltimore and Ohio Railroad.

We present this week the more important portions of the report of the Baltimore and Ohio rail road company, for the year ending October 1, 1852, which we regard as a model of its kind, and well worthy the imitation of other companies.

The report commences with that of the *President*, (which we published in the Journal of the 23d and 30th of October last) and which makes 36 pages of closely printed octavo. This portion of the principal report is subdivided into seven divisions, having the following titles:

1. The Main Stem.
2. The Coal Trade.
3. The Washington Branch.
4. The Extension to the Ohio river.
5. The *Finances*.
6. The Western Connections.

Under these several divisions the road, in all the relations in which the stockholders are interested, is fully considered. We do not deem it necessary to give here the president's report, for the reason that it is compiled, as must be the case generally, from those of the chiefs of the *departments*. The president has in charge neither the construction nor the running of the road; and all that portion of his report which relates to these duties must, of course, be drawn from the information furnished by the chief engineer and superintendent. The report of the former merely presents in the aggregate what the latter gives in detail.

Below are the reports of the chief engineer and superintendent.

OFFICE OF THE GENERAL SUPERINTENDENT OF THE BALTIMORE & OHIO RAILROAD.
Baltimore, October 1, 1852.

THOMAS SWANN, Esq., *President, &c.:*

In making my annual report of the operations of the road, for the fiscal year just ended, I can very properly repeat my congratulations of last year, that "we have so well sustained ourselves under the new competitions we have encountered from the Erie railroad, completed and in successful operation, and the Pennsylvania railroad, more forward, thus far, towards a continuous railway conveyance than our own, that we may confidently look forward to the early period of our arrival at the Ohio river, as in no degree likely to disappoint our previous expectations."

The event alluded to, and so long contemplated with proud expectancy by the friends of our enterprise, is indeed now close at hand, so that we can almost call it *present*, and the confidence every where expressed as to the result, is a strong confirmation of the hope indicated above.

Our road and machinery have been maintained in as good order and condition as at the beginning of the year. In some respects a slight depreciation may have taken place, but in others an obvious improvement exists, so that I feel confident that we have at least not lost ground during the year.

A few details are all that the very limited time allowed for making up my report, permits me to give. The *Road-bed*, embracing particularly the bed on which the track lies, has received during the year, on the portion east of Cumberland, 43,000 cubic yards of new ballast, at a cost per yard for preparation and distribution, of about 31 cents, amounting in the aggregate to $13,358 nearly. This ballast has been mainly required where the "Cross-tie Track," so called, has been substituted for the original construction, known familiarly with us, as the "string piece" track, consisting of mudsill, light cross-tie, and "continuous bearing" timber, esteemed, when laid down, to be an improvement on the experience of the day.

On the Washington branch, the maintenance of the road-bed has been confined mainly to ditching and drainage; the *expense* of which I am happy to find diminished by the *improvements* of the previous year, in *raising* and ballasting the track through the Wet Cuts.

The *Rail-way Tracks* have, so far as labor of maintenance and replacing of bad timber are concerned, been certainly improved during the year—both on the Main Stem and Washington branch, and their surface and alignment are such as we need not be ashamed of. The heavy rail track, in course of substitution for the "plate-rail," between the western base of Parr's ridge and the Monocacy bridge, at the date of my last annual report, was soon thereafter completed, and is remarkable for its good and firm surface, as compared with most other tracks. The substitution of "cross-tie" track for "string" track, both of them laid with the "heavy" rail, has progressed, during the year, to the extent of about 28 miles in all; and about 85 miles of "cross-tie" track now exists between Baltimore and Cumberland.

This large accession to the "cross-tie" track, confined always to points where otherwise a removal of the old "string" timbering would have been needed, has, I doubt not, tended to swell the year's expenditure—but I cannot any the more doubt the expediency of the change itself.

Four and a half miles of plate rail track yet remain to be replaced by heavy rails, but this is in hand, and will be completed this autumn. Four and a quarter miles of sidings have been added during the year as a charge to repairs of rail-way.

The Master of Road makes favorable mention of the Three part Compound Rails, which have been on trial near Cumberland chiefly, for three years past. Experience has shown that the chief engineer, in getting up this rail, restricted himself too closely in the quantity of iron used, especially in the "top piece," which we have had to remove; but our experience of the smoothness of this track, and the very small attention it has required, leaves no doubt on my mind, that the principle of the rail may be followed to a result of the most satisfactory kind, and I would earnestly commend it to the company's favor.

The *Bridges* on the Main Stem are in as good condition, on the whole, as they were at the beginning of the year. So many of them exist as to constitute a serious branch of expenditure, which requires a sound judgment to make their repair at once uniform and timely. They are all regarded as entirely safe and reliable.

The amount expended on them has been ten per cent. less than during the former year, but *more* has been expended on the wooden bridges—the new iron bridge at Harpers Ferry having been included in that year's accounts.

On the Washington branch, no bridges of consequence remain of a kind calling for repairs.

Only two important *Buildings* have been in hand during the year, on the Main Stem east of Cumberland, excepting water stations—viz. the new machine shop at Mt. Clare works, built to replace the one destroyed by fire, and a *portion* of a new machine shop at Martinsburgh, now used as an *Engine House*, in advance of its being needed for its legitimate use; on the former the sum of $8,500 is embraced in this year's accounts, and on the latter between five and six thousand dollars; a complete statement of the cost of these buildings has not yet been practicable.

The new railway station at the city of Washington is now completed in all essential particulars, and it is regarded as worthy of commendation, for its convenience, comfort, size and elegance.

The *water stations* are generally in good order; additions have been made to some during the year, and the repairs of all have been carefully attended to.

On the Washington branch, a new station has been begun, and an excellent well secured at the Annapolis railway junction.

This station will greatly relieve the others on this line, and save time to the passenger trains.

The operations of the road department on that portion of the new road west of Cumberland, have been active and unremitted, much labor and expense was anticipated, and much has been incurred, in giving a stable character to a new road—"finished" through such a country, and under such circumstances as have lain in our way; but the difficulties have all been met, in a manner creditable to the resources and energies of the department, and that portion of the road over which we are now running, may be justly regarded as safe, and is indeed nearly as favorable for fast running, as the older road, east of Cumberland. The daily trips over it are performed with fully equal regularity, and with a speed comparing favorably with other roads—being twenty miles an hour, including stops, and embracing in the average the crossing of the Allegheny mountains, with their steep gradients and difficult passes. The expense of maintaining this portion of the road has been properly charged to a construction account.

Machinery Department.

This department has been efficiently administered during the year, and is reported to me as, on the whole, in an improved condition.

The details of repairs, the number of engines and cars of all descriptions, will be found in statements marked G and H, in the appendix to this report.

The company owns 108 locomotives of all kinds, viz.:

64 of the first or largest class,
5 of the second class,
19 of the third class, and
20 of the fourth class.

108

The power of them all is estimated as equal to 218 of the fourth class, or to 87 of the first class.

Performance in Miles Run.

MAIN STEM.	Miles with Freight.	Miles with Passengers.	Total Miles.
63 first class engines have run	807,600	.....	807,600
5 second class engines have run	43,638	.....	43,638
16 third class engines have run	119,643	181,468	301,111
19 fourth class engines have run	167,816	195,619	363,435
	1,138,697	377,087	1,515,784
WASHINGTON BRANCH.			
1 first class engine has run	23,449	.....	23,449
3 third class engines have run	.....	74,190	74,190
1 fourth class engine has run	2 494	2,000	4,494
	25 943	76,190	102,133
Total	1,164,640	453,277	1,617,917

	Miles with Freight.	Miles with Passengers.
The 64 first class engines average	12,970	.....
The largest performance of any first class engine (No. 76) was	23,449	.....
The 5 second class engines average	8,728	.....
The largest performance of any second class engine (No. 53) was	14,288	.....
The 19 third class engines average	19,753	.....
The largest performance of any third class engine (No. 48) was	.....	38,265
By the No. 39, with freight	23,959	.....
The 20 fourth class engines average	18,396	.....
Largest performance (by No. 31) with passengers	.....	39,984
Largest performance (by No. 4) with freight	24,940	.....

26 engines have been added to our stock during the year, viz: 23 of the first class, all but one of them from Mr. Ross Winans, and 3 of the third class (for passenger trains) from the company's shops.

The *work done* by Locomotives has been as follows.

Performance of Locomotives.

MAIN STEM.

Passengers hauled one mile	9,744 665
Tons " " "	54 316,927
Of which, Coal " " "	33,573,251
And other Merchandise "	20,743,676

WASHINGTON BRANCH PROPER.

Passengers hauled one mile	6,715,480
Tons " " "	800,683

REPAIR OF ENGINES.

The repair of locomotives has cost—

On the Main Stem	$73,078 45
On the Washington branch	8,259 91

These items are as charged on the books of the department, and differ somewhat from those of the treasurer, owing to the fact that the former books give credit for certain duplicate parts of engines kept on hand for use, while the latter do not.

The cost per mile run was nearly as follows:

	On the Main Stem.	On the Washington branch.
First class	5.72	2.02
Second "	1.17	....
Third "	5.16	9.29
Fourth "	4.00	....

Burden Cars.

These cars of all kinds, used in transportation, are 1,596 in number on the Main Stem.
92 " " Washington branch.

1,688 in all.

There have been added, during the year, to the previous stock, 249 of all kinds, but the number stated (1,688) will be found to exceed the number reported last year, only by 194, showing an apparent *loss* of 55 cars; most of them have, however, been diverted to various uses by the road department, and the balance, 16 in number, were either carried off in the Potomac flood of April last, or have actually disappeared, and not been replaced. It is supposed that the returns of previous years of the number of cars, may have been less accurate than the present. A careful valuation of the burden cars at this time compares very nearly in amount to the like valuation in October, 1851.

The cost of maintaining these cars, as charged in the treasurer's accounts, has been—

For the Main stem	$57,353 77
For the Washington branch	5,198 20

Not materially different from last year.

Passenger Cars.

These number 52 on the Main Stem, and 25 on the Washington branch. Their maintenance has cost—

For the Main Stem	$15,353 47
For the Washington branch	9,998 30

Showing a material diminution from the corresponding charges of last year.

I am apprehensive that this portion of the machinery department has not been fully sustained.

It seems proper here, to add a statement of the provision which has been made for cars and engines to stock the road on its completion to Wheeling.

In the enumeration, I include all new engines and cars that have been built or contracted for, or ordered to be made in the company's shops, subsequent to November, 1850, viz:

Engines.

10 made by Ross Winans, before October 1851, at $9,750	$97,500
1 made by the company	9,500
21 since September, 1851, by Ross Winans, at $9,750	204,750
1 made by the company, at $9,500	9,500
3 made by the company, at $9,000	27,000
25 contracted for, and not yet delivered, by Ross Winans, at $9,750	243,750
8 do. do. A. W. Denmead, at $9,500	68,000
2 do. do. Smith & Perkins, at $9,500	19,000
2 do. do. New Castle Manufacturing Co., at $9,500	19,000
1 do. do. do. do. at $8,500	8,500
3 ordered in company's shops, at $9,500	28,500
76 engines in all, costing together	$735,000

If to this we add 64, the total number of engines previously in service, we shall have 140 as the total locomotive power for the Main Stem, which are reckoned equivalent in power to more than 100 engines of the largest class.

Of this power, it may be estimated that about sixty-five per cent. will be employed west of Cumberland.

Passenger Cars.

27 passenger cars, contracted for	$50,000
12 baggage and mail cars, to be purchased	15,000
39 cars, amounting to	$65,000

Burden Cars.

100 double sets of trucks, now in use for carrying rails for the new track, built by the company	$22,500
40 dumping cars, built by the company for ballast trains	8,400
Cars ordered the present year, and coming from shops of contractors, or those of the company:	
50 iron house cars, at $600 each	30,000
500 covered stock cars, adapted to general merchandise, at $555 each	277 500
350 house cars, at $500 each	175,000
258 gondola cars, at $425 each	109 650
50 miscellaneous cars, at $350 each	17 500
1,348 cars in all, amounting to	$640,550

To which if we add 942, the number of cars not likely to be engrossed by the coal trade, as particularly applicable thereto, we have 2 290 cars in all to be appropriated to the general traffic of the road —nearly all of them being eight wheeled cars.

III.—*Transportation Department.*

Notwithstanding the diminution of travel and transportation of general merchandise, during the larger part of this year, and the almost total suspension of the coal trade for foreign demand during six months, from October to April, the revenue from transportation has been sustained within $23,-659 10 of that of last year on the Main Stem, and has increased on the Washington branch by $39,-087 01.

For details of the passenger transportation, please see the appended table marked L.

The coal transportation has increased over that of last year, in the face of the remarkable discouragement and suspension as above stated from Oct., 1851, to April, 1852.

The following statement shows the particulars of this trade, and the amount brought from Cumberland in addition to that purchased for use of the company, chiefly in their locomotives:

	Coal delivered at Locust Point.	Balt.	H. ferry.
Borden Mining company	30,890	1,290	54
Cumberland coal and iron company, Wash. mines.	16,459	852	7
Do. do. and M'd. mines.	4,223	....	.
Cumberland coal and Detmold mines	19,336	6,007	44
Percy & Co	173	1,407	517
Washington coal company	6,147	1,037	225
Astor coal company	1,921	2,557	120
Maryland Mining Co.	12,830	646	328
Alleghany Mining Co.	14,844	580	63
Parker Vein company	6,159	910	12
Thomas Kerr	5,391	946	..
Frostburg coal company	18,031	17,624	834
	136,404	33,856	2,204

	1852.	1851.	
Locust Point	136,404	132,350	Inc. 4,054 tons.
Baltimore	33,856	17,833	". 16,023 "
Harper's Ferry	2,204	4,145	Dec 1,951 "
Other points	8,032	9,173	". 1,141 "
	180,496	163,501	Inc. 16,995 "

Coal for Baltimore and Ohio railroad company from—

Detmold's	19,022
Mt. Savage	5,213
Eckhart Mines	1,559
	25,794

Of *general tonnage*, the details may be seen in the appended tables J and K.

In the *revenue* of the Main Stem, it will be seen in the Treasurer's statement, and in table R, that there has been a comparatively small decrease,—a much less falling off than was justly apprehended at the beginning and during the first half of the year. It will be seen also that this difference lies in the passenger receipts, owing without doubt to the competition of more advanced routes. The revenue of the Washington branch has exhibited a handsome *increase*.

The expenses of transportation, as reported by the Treasurer, shows a small increase on the *Main Stem*, but a large one on the Washington branch. Much of the latter increase was owing to a correction of accounts between the two roads, rendered necessary by the previous omission to charge off from the books of the Main Stem to those of the Branch road, portions of common expenditure, which could not be separately entered when first returned. Such an omission for the future has been guarded against.

Table R, will exhibit a more accurate comparative statement of the expenses on the two roads.

I cannot close this report without repeating cordially my thanks to the officers and the great body of employees of the company under my direction, for their faithful co-operation; nor omit the remark at the end of my last annual report *against the use of intoxicating drinks. I am more confident every day that to their use we owe remotely or immediately all the misdemeanors to which the service is subjected.*

All of which is respectfully submitted.

WM. PARKER,
General Superintendent.

ENGINEER'S OFFICE, BALTIMORE AND OHIO R. R.,
BALTIMORE, October 1st, 1852.

THOMAS SWANN, Esq., *President:*

In the annual report now submitted, I adhere to the heads used in the similar reports of preceding years, referring to those reports for such details as they contain.

Description of Work under Construction.

All the work upon the 200 miles between Cumberland and Wheeling, had been provided for by contract or otherwise at the date of my last annual report, as therein stated—the last of the contract work having been let in December, 1850. It is not necessary to repeat the minute account of the work upon the line which will be found in the reports of the three years previous to the present, and I will notice therefore only that which is of prominent importance and chiefly upon the part of the road not yet completed.

Tunnels.—There are 12 tunnels, the shortest of which is upon the 158th section and is but 105 feet long, and the longest upon the 82d section, 4,100 feet. They are all completed except one of 2,350 feet upon the 163d, and one of 1,250 feet upon the 172d section. Everett's tunnel of 300 feet upon the 32d section has been arched with brick for about half its length. McGuire's and Rodemer's tunnels, of 500 and 400 feet respectively upon sections 65 and 68, are timbered throughout their whole length. The Kingswood tunnel of 4,100 feet on section 82 is also supported by timbers for more than half its length. Murray's tunnel of 250 feet on section 84, requires no arching. The Glover's Gap tunnel, on section 152 of 370 feet, is timbered, and so is Martin's tunnel of 180 feet, upon section 160. Eatons' tunnels on sections 158 and 159, of 105 and 300 feet respectively, require no support except a small part of the latter. The "Board Tree" tunnel of 2,350 feet upon sections 163, has been propped with timber as it has advanced, and so has the Welling tunnel of 1,250 feet upon sections 172. Shepherd's tunnel of 400 feet upon section 182, needs no artificial support. The aggregate length of these 12 tunnels as heretofore stated is about 10,500 feet or 2 miles. They are all excavated in slate rock excepting Murray's on the 84th section, which is in white sand stone. The quality of the rock forming the roofs of the several tunnels is very various, and hence the necessity of sustaining some of them and not others with timber preparatory to arching.

Bridges.—All the bridges of magnitude upon the line have been mentioned in previous reports.—They are 114 in number. Only two of the larger

class are in an unfinished state. The principal one upon the road which crosses the Monongahela a mile above Fairmont, has 3 spans of 200 feet each, supported at a height of 40 feet above water surface, upon two piers and two abutments of masonry, with a superstructure of cast and wrought iron, the only timber about it being the floor beams supporting the track. The next is over Wheeling Creek, at the end of the road, and consists of two spans of 75 feet at a height of about 38 feet above water. The abutments are very massive, and the one on the north side of the creek forms the retaining wall of the station grounds at the terminus of the road; while the passenger house covers the eastern half of the bridge, the superstructure of which is upwards of 70 feet in width and entirely of iron, except the floor.

Depot Buildings.—There are but two points upon the line at which permanent station buildings are at this time in course of erection. At Piedmont, 28 miles west of Cumberland, an engine house has been built of circular form with room for 16 locomotives and tenders, it has an iron roof upon a new model, combining lightness and economy, with ample strength and entirely proof against fire. An extensive shop, for repairs of the rolling stock, is in progress and will in the course of the winter be prepared for the reception of the stationary machinery which has been engaged for it. At Wheeling there have been some 10 acres of ground secured at a point about 2 miles south of the terminal station at the mouth of Wheeling creek, for an outer or machinery depot, on which all the necessary buildings for the shelter and repair of locomotives and cars will be erected, and where a house for the accommodation at first of several engines, and afterwards to be converted into one of the workshops will be immediately put up. The improvement of this property contemplates two houses, each to hold 16 engines, a work shop 100 by 200 feet, and a foundry and smiths shop each 50 by 100 feet; also frame houses for the shelter of cars, and a water house holding 3 tank reservoirs. The inner station buildings now being erected on the north side of the creek comprise a freight house with 4 tracks, 94 feet wide and 340 feet long, a passenger hall of 60 feet front and 45 feet deep with a shed roof extending back over the bridge as above mentioned, and making the entire length of passenger building 360 feet.—On the south side of the creek there will be a house in the form of a quarter of a circle, to contain 3 engines and 6 cars for the passenger business.—Water is provided for the engines at this point from the reservoir of the Wheeling water works.

Progress of the Construction.

The track on this day has reached the 161st section at the Littleton Station, on the South Fork of Fish creek, and two miles east of the "Board Tree" tunnel—from thence to Wheeling, a distance of forty miles, the graduation will all be completed by the middle of November, excepting the Board Tree tunnel, which cannot now be finished until after the opening of the road. This work has been retarded by several causes, among which the inefficiency of the original contractor has latterly been the chief reason, which would not furnish a suitable excuse for its backwardness, had it been practicable to have superseded him by one of greater capability at an earlier period. The work has been recently transferred to the hands of the energetic and skilful contractors who have just finished the Glover's Gap tunnel at the 152d section, and it will by them be pressed forward as rapidly as possible. The same expedient will be resorted to here as at the Kingwood tunnel—viz: the passage over the natural surface of the ridge by gradients of steep inclination. The summit over this tunnel is 300 feet high, being 80 feet greater than that of the Kingwood tunnel, yet the inclines are so located as to give planes of much less activity, there being no ascent greater than 6 feet in the hundred, instead of upwards of 10 feet in the hundred, as at the Kingwood ridge. A locomotive will, for this reason, perform twice as much work as upon the latter grade, and there will be no risk of the train sliding backwards with locked wheels as occasionally happened upon that grade when the rails were slippery.

By the end of the present month, at latest, the track is expected to be laid over this ridge, after which it will advance rapidly to the "Welling" tunnel on the 172d section, nine miles west of the "Board Tree" tunnel, and pass through the Welling tunnel by the first of December, at farthest—where it will be within twenty-eight miles of Wheeling.

The laying of rails is about to be commenced at Wheeling, iron having been forwarded thither by the Pennsylvania works, and by the first of December it is expected that fifteen miles eastward therefrom will have been put down, leaving an interval of but thirteen miles to lay in all the month of December; and this can very readily be done by a single party of workmen.

It will thus be seen that there is little room left for fears of disappointment in the public expectations, which have been all along encouraged to look for the final completion of the line by January 1, 1853.

Of the unfinished work left behind by the track as it has advanced, the only two items of critical importance are the Monongahela Viaduct and the "Board Tree" Tunnel. The former has been vexatiously delayed by the difficulties which have attended the foundations of its two piers, especially the eastern one, the site of which fell in deep water, and where the bed of the river was a mass of timber, buried in mud—upwards of 100 trunks of trees and logs having been extracted therefrom in the erection of the trestle bridge, by which the river is now passed. The piers will both be built upon solid rock—the western one is now rapidly advancing to completion and the foundations of the other will be secured, it is hoped, in the course of this month. The iron superstructure has been built to the Mount Clare shops and is ready to be put up, and the western span is now being transported in the site of the bridge. I still hope to see the entire bridge up by the opening of the road. The trestle bridge which now carries the track and by aid of which the iron work will be erected is very substantial, and the only fear respecting it would be from an ice flood in the river, not likely to happen until it gives place to the permanent superstructure.

The Board Tree tunnel requires a good deal of work for its completion. The heading drift admitting the passage of air through the tunnel was finished in June last, and if it had been possible to have forced the work on with suitable speed from that time, the whole bottom and approach cuts of the tunnel might have been removed, the track laid through it this month, and the passage over the ridge avoided. As matters now stand it will not be practicable to accomplish this by January, and hence the inclines over the hill must be used after the opening of the road for a time—but I trust a short one, as the work will be driven with all possible dispatch. The delay to passengers and freight at this point, will not however, be serious, and there will be entire *safety* in the transit.

Cost of the Work under Construction.

In the last annual report as in those preceding it, I submitted statements of the cost of the road as originally estimated prior to placing it under contract, and as subsequently revised by the application of contract prices. Periodical revisions of such estimates are customary and proper, and these should acquire increased precision as the work advances. In continuance therefore, of the series of corrected estimates of my previous reports, I now submit another revision, which in the present stage of the work, so near its completion must leave less room for error than any which have preceded it, and I will take this opportunity to present in one view, the successive estimates of the series, with such explanatory remarks as may be necessary to show that each was founded upon data on which there was good reason to rely.

In my report to you of February, 1849, exhibiting the first estimate of the cost of the road from Cumberland to Wheeling, founded upon instrumental surveys and computations of excavation, masonry, etc., I placed the amount, as re-stated in my report to you of October 29th, 1849, at.....$6,865,012

This estimate preceded the contracts for any part of the road, and was founded upon the judgment of your engineer in reference to the value of the work to be done.

In my report of October 29th, just named, is the first revision of the original estimates, by the application of the contract prices of the first three lettings then made, and covering about one-half of the line; and this revision reduced the estimated cost of the road, including tunnel masonry to..... 6,278,713

And showed an apparent saving of.....$885,268

Upon a close comparison of corresponding items—and, after an allowance of 5 per cent. on the revised estimates, the apparent saving still amounted as here seen, to.....$586,281

In my report to you of November 15th, 1850, not printed, but referred to and the figures of the estimate set forth in my last annual report of October 1st, 1851, I offered a second revision of the estimates which gave as the result, including similar items.....$6,460,324

And showed an increase of....$181,593

Due to the change of route at the west end of the line, which increase, but for the deduction made from the cost of the railway on the whole line and of graduation and bridging on the part of the line not then let, would have been.....$436,276

This increase, it will be seen, grew out of a cause quite beyond the control of this department.

Deducting the estimated cost of tunnel masonry, which was put down at $250,000, this last revised estimate of November 15th, 1850, and October 9, 1851, stood at.....$6,210,324

Upon this estimate the financial arrangements of the board were founded, as appears in their annual report of last year. Up to the date of that report and even beyond it, I entertained and expressed the belief that the excess, if any, would be small. I am now called upon to acknowledge that the belief was not well founded, and to admit that I was too sanguine in entertaining it. Explanations however honest and sufficient in themselves, of surplus expenditures in such cases, cannot be expected to reconcile the proprietors of the work to the unsatisfactory result, but they must nevertheless be offered by the party whose foresight they call in question—and I will proceed briefly to touch upon the principal particulars of the subject.

The further revision of the estimates now offered, is as follows:

Estimated value of work still to be done at this date (October 1st, 1852,) by the time the road is opened to Wheeling and shortly thereafter.

Graduation	$161,000
Masonry	61,000
Ballast for track	35,000
Cross ties	17,500
Spikes	5,000
Chairs	1,000
Laying rails	23,000
Transportation of rails	42 000
Bridge superstructures	48 000
Water stations	13,000
Station buildings, engine houses and shops	54,000
Road department, completing ballasting and adjusting track, removing track, removing slips and preparing the road for business	42,000
Punching, straightening and loading rails at Locust Point	900
Miscellaneous work	8,000
Engineer department	12,000
Right of way	3,000
Contingencies	8,600
Total	$535,000

Add balances due upon contract work...	195,000	
Total amount of work to be done and pay ments to be made.....		$730,000
Add to this the total amount reported by the Treasurer, to have been expended to this date, October 1st, exclusive of locomotive machinery, interest and Wheeling property.....	6,145,277	
And the present revision of the estimates will exhibit an aggregate cost of.....	6,875,277	
Amount brought forward.....		$6,875,227
This amount will be subject to a credit for iron and other materials, stock, &c on hand at the completion of the work, of about.....	60,000	
Reducing the above aggregate to.....		$6,815,277
And it will also be subject to a deduction on account of the following named items:		
Surveys made prior to the commencement of the construction and not included in the estimates but included in the statement of money expended.....	$73,360	
Tunnel, arching and timbering.	25,196	
Permanent improvements at Locust Point.....	4,000	
At Mount Clare.....	10,000	
On the line west of Cumberland, not embraced in the original or revised estimates.....	71,000	
		183,556
Which reduces the present estimate to..		$6,631,721
Comparing it however with that of Nov. 15, 1849.....	6,210,324	
We still have an excess to account for of.....		$421,397

Upon this I offer the following explanatory remarks. In my reports upon the five several lettings by which the graduation and masonry were placed under contract between April, 1849, and December, 1850, I called the attention of the board to the low prices of the proposals, and expressed my fears that many of the sections and jobs of masonry would have to be relet, although no work was awarded to any party whose testimonials did not speak sufficiently in his favor to warrant the belief that with close economy of management and under the most favorable circumstances, he might complete his engagements with the company. These apprehensions were shown afterwards to be well grounded; for out of the 200 sections of the line it has been found necessary to find new contractors for 88, and for 28 of the bridges. Of this abandoned work, 9 sections, including section 77, one of the heaviest upon the line, and 8 bridges embracing the viaduct over Wills' Creek at Cumberland, the two over the Potomac on the 21st and 30th sections, the one over Cheat river on the 76th and that over the Monongahela, near Fairmont, on the 123d section, were undertaken and completed by the company, and have been executed in a better manner than they could have been under any contract, but undoubtedly at an enhanced price. The work thus deserted by the original contractors, and in some cases by those who succeeded them, in consequence generally of their inability to do it at their prices, was necessarily re-let at an advance in every case, and the aggregate increase of cost from this cause has been, as it may well be supposed, extremely large, and of itself more than sufficient to absorb the 5 per cent. allowed for superintendence and contingencies. That allowance would have been larger, but for the expectation expressed in my last report, that the saving upon some sections, and in railway tracks and tunnel masonry, would assist in counterbalancing the losses by the re-lettings and by the increase in the quantity of the work, chiefly upon the first division due to the change in its location and plan for the accommodation of the prospective canal and slack water from Cumberland to the mouth of Savage river. And this hope I continued to indulge until the date of the last annual report. Up to that time, however, the heaviest work, which was upon the third division of the line, was still quite unfinished. The final estimates upon most of that work, disappointed me in their amount, and added largely to the previous advance upon the contract estimates. The character of the graduation upon this part of the line (covering 24 sections) made accurate estimates in the first instance impossible, and the quantity of excavation and embankment as originally calculated, were largely increased by slides from the precipitous mountain slopes. This cause of addition to the work has operated extensively throughout the line, and has contributed heavily to the cost of grading, although I am glad to be able to assure you, that the road bed is now, and promises to be for the future, as solid and secure as need be desired.

The causes of increased cost just noticed, refer to the graduation and masonry, the principal heads of expenditure upon such a line as this. There has been also some increase in the cost of water stations, and also in the very indeterminate item of "right of way." The expense of superintendence which was not specially estimated, will have amounted as usual upon such lines to about $1,000 per mile. Numerous contingencies, such as the expenses of bringing large bodies of hands to the line of the work—law and legislative expenses, and a host of small charges, amounting in the aggregate to a considerable sum, have helped to swell the tide of expenditure. Lastly, the cost of perfecting the drainage of the road bed and adjusting the track for an average period of about a year after the opening of the first division, has added not a little to the amount. I am not able at this time, fully to set forth the particulars of these several heads, but propose to do so when the whole road shall have been completed, and all the final estimates upon contract work returned. I believe the present revised estimate will be found sufficient for the work specified therein; and the execution of which will accomplish the main object of opening the road for trade and travel to Wheeling. Indeed, that object will be accomplished by a less expenditure than that provided for in this estimate; as it will not be practicable fully to complete all the works which it contemplates by the time the track is closed. Enough will have been done however, to justify a beginning of the business of the road, and the further required accommodations will be speedily provided after the first train passes through.

Of one thing I can assure yourself, the board and the stockholders—that the work will have been *well executed.* The road bed, with few inconsiderable exceptions, is graded for two tracks—the masonry and superstructure of the bridges are of the most durable character—the water stations built and furnished in the best manner and the principal station and engine houses, constructed in a spacious and substantial though simple style.

It is more usual than perhaps generous to commend the excellence or excuse the costliness of one work by comparing it with others which may happen to fall short of it in the former or exceed it in the latter respect. I suppose that I should not be withheld by a scrupulous delicacy from doing that for which the prevailing example of professional men would be my warrant, and I therefore might annex a list of a few works of a character more or less similar to the Baltimore and Ohio Railroad, which appears to compare unfavorably with this work in these aspects. Upon reflection however, I think it sufficient to instance one of those lines, which as a work well known to us—parallel in position to our own, and sharing the trade of the West with us, may be properly instanced—I speak of the New York and Erie road, which in the report of its directors of Dec. 24, 1851, is stated to have cost, "exclusive of engines, cars, steamers, stations, &c," $43,333 per mile. The Baltimore and Ohio railroad west of Cumberland, exclusive of similar items will have cost but $33,158 per mile—the difference in its favor being $10,175 per mile. Yet the Erie road passes through a much less difficult country, and is graded for a single track for most of its extent, and, without the smallest intended disparagement to that great work or to any one professionally or otherwise connected with it, I feel I may say that the Baltimore and Ohio railroad compares advantageously with it in the durability of most of its works.

Before leaving the subject of estimates, I would refer for a moment to that of "Machinery" for working the road, which in my report of October 29th, 1849, is placed at $500,000—and which has recently been re-estimated by the General Superintendent, and with my full concurrence, at considerably upwards of twice that sum. It will be observed that, in my report referred to, the stock of machinery estimated for was only that required to carry over the *new road* between Cumberland and Wheeling the trade supposed to traverse that part of the line during the first year after its opening—not including any part of the enlarged establishment of motive power and cars required on the *old road* east of Cumberland, by the vastly increased business thus thrown upon it. It will moreover be noticed, that the trade and revenue assumed in my estimate was but about two-thirds of that upon which the estimates of the General Superintendent are founded, and which I earnestly hope may be realized by the actual operations of the coming year. All of which is respectfully submitted.

BENJ. H. LATROBE, *Chief Engineer.*

The above reports were prepared for no such object as that for which we use them, but for the information of the stockholders, and are similar, in all respects, to that published by the company for a series of years. Both in the engineer's and superintendent's reports, all discrepancies between the *fact* and the *previous estimate*, are always minately explained, so that the stockholder is enabled to see exactly in what manner the means of the company have been expended.

Accompanying the report are 16 tabular statements, the several heads of which we subjoin:

1. General Financial Statement of cost of road.
2. Statement showing Revenue and Expenses for the year.
3. Statement showing Dividend, etc., paid.
4. Statement showing the cost of the Washington branch.
5. Statement showing the revenue and expenses of the Washington branch.
6. Statement showing the dividend, etc., on the Washington branch.
7. Statement of the number of locomotives on the Main stem and Washington branch, owned by the Baltimore and Ohio railroad company, and exhibiting the net cost of expenses for repairs, &c., for the same, for the year ending September 30, 1852.
8. Statement of the number of Tonnage and Passenger Cars on the Main stem and Washington branch, owned by the Baltimore and Ohio railroad company, and exhibiting approximately the net expenses of repairs and renewals of the same, for the year ending 30th September, 1852.
9. Abstract of commodities transported eastwardly, from the several depots on the Main stem of the Baltimore and Ohio railroad, to Baltimore, during the twenty official years, commencing October 1st, 1831, and ending September 30th, 1851, inclusive.
10. Abstract of commodities transported westwardly, on the main stem of the Baltimore and Ohio railroad, to the several depots on the line of the road, during the official year ending 30th September, 1851.
11. Tabular Statement, showing the number of passengers carried from each station, upon the line of the Baltimore and Ohio railroad, and upon the Washington branch, during the year ending September 30th, 1852, with the reduction of the same to passengers carried one mile.
12. Statement detailing the operations of the road for the year ending September 30th, 1851, and an estimate of the cost of the several operations both in gross amount, and for passengers or ton. per mile.

13. Comparison of the expenses of transportation office with those of 1850, on Main stem.

14. Trade, revenue, expenses, profits, and divi dends, of the Baltimore and Ohio railroad, from the time of its opening, in 1830, to the present date September 30th, 1852.

15. Comparison of the cost of construction and operation upon eight of the leading railroads of the United States, compiled from their most recently published reports.

17. Condensed statement of the operations of the Washington road, for the year ending September 30th, 1852.

18. Revenue of 1851 and 1852 compared.

American Railroad Journal.

Saturday, March 5, 1853.

Indiana and Illinois Central Railroad.

We give in another column a description of the route of the above road, with an estimate of its probable cost. By reference to a map of the West ern States it will be seen that the proposed route will connect the capitols of Indiana and Illinois by nearly a straight line. Not only this, but the above will form a portion of a remarkably direct line of road, passing through the capitols of the three great western States, Ohio, Indiana and Illinois, which will be extended to the western boundary of Missouri by the Hannibal and St. Joseph railroad by the most direct route possible, and one coincident with the *convenient* route of travel through the western States, and in time, probably, to the Pacific.

In the West too, in case of the refusal by the Illinois legislature to grant a charter to the straight line between Terre Haute and St. Louis, the proposed road, in connection with the Alton and Sangamon, would constitute a pretty direct line from Indianapolis to St. Louis, and would supply a link in the extension west, of the great lines of road concentrating at Indianapolis, the want of which is beginning seriously to be felt.

The above project is attracting much attention in Indiana and Illinois, and is enlisting a warm and efficient support in its favor, and will probably be carried forward vigorously to its completion. If well sustained at home, we think it would form an attractive project to capitalists and the public.

Finances of Cincinnati.

The taxable property of Cincinnati City, according to the assessments in 1851, was $43,402,810. In 1852 it was $52,462,110; but the actual value of taxables at fair valuation now reaches to at least $100,000,000.

The entire debt of the City, on the 1st January last was $2,240,000. $450,000 of that sum is a loan of credit to four Railroad Companies, where a first mortgage on the respective roads is given to secure the city in the repayment of the amount with interest—so that in fact the city debt is $450,000 less than the amount stated above.

The city owns in her corporate capacity real and personal property within her limits, including the Water Works, valued at $4,575,677 35.

This estimate does not include the city's stock in the Whitewater Canal Company, which cost $430,000, but is now of uncertain value. The revenue of the city for 1852 arising from taxation and all sources was $433,200.

The population of the City in 1850, was 117,350. On the 1st January, 1853, it was 160,120.

Coal and Coal Stocks.

Speculation has, within a year past, been turned toward *coal* lands and *coal* stocks, under the idea that from the rapidly increasing demand for coal, the value of this article was likely to be very largely increased. We see no reason, however, to believe that any extravagant advance is to take place; and have no doubt that the present, and the works in progress, will continue to furnish an abundant supply, at very nearly the old rates. One half the capacity of the Pennsylvania lines we do not think has been reached, notwithstanding all said to the contrary. It is reasonable to suppose, that the mines now worked are those most conveniently located, and which produce the best article. Such we have no doubt is the fact, and those coming into use must compete with the old ones at a manifest disadvantage, and of course be less profitable.

Another conclusive evidence to our minds, that these new schemes are comparatively worthless, is the fact that they are owned and managed in Wall street. Did they possess an intrinsic value, they would have been taken up and carried on as *private* enterprizes. A man who has a good thing does not invite the public to share his good luck. By no means. It is only when it is weak, that he calls for public support. Most of the money that will be made out of these bogus schemes, will come out of the public, not out of the coal mines. Many of them are got up to impose upon the credulous and unsuspecting, and to provide fat places and agencies. These will answer very well as footballs for Wall street, but those who do not want them for this purpose will do well not to touch them at any price.

Rockford and Rock Island Railroad.

At a meeting of the Board of Directors, held at Rockford on the 16th ult, the contract for the grading, masonry, bridging, furnishing material (iron excepted) and laying the superstructure for the second division, from Dixon to Albany was awarded to Mr. Henry Doolittle, of Dayton, Ohio. This road commences at Beloit on the north line of the State of Illinois and follows down the valley of Rock River, passing through the towns of Rockton, Rockford, Byron, Oregon, Grand De Tour, Dixon, Sterling and Como; thence directly west to Albany opposite Camanche, on the Mississippi, thence down the river to Rock Island.

The second division crosses Whiteside county from Dixon, through Sterling and Como to Albany seven miles below Fulton; this division forms a connection with the Aurora road, and makes from Chicago the shortest distance by railroad to the Mississippi.

The third division from Dixon to Rockford will be put under contract the coming summer. The whole line of this road traverses one of the finest and best settled regions in northern Illinois, and abounds in good water power, passing through a succession of flourishing villages. Its north, south, east and west connections, together with its not competing, but feeding and being fed by other projects must make it a good road.

The following gentlemen compose the board of directors: John Dement, of Dixon; Simeon Sampson, of Como; S. Happer, of Albany; Jacob Bohart, of Camanche, Iowa; R B. Mason, of Chicago; John A. Holland, of Rockford; Waite Talcott, of Rockton.

President, John Dement, of Dixon; Secretary and Treasurer, J. B. Brooks, of Dixon; Chief Engineer, R. Ogilby, of Dixon; Consulting Engineer, R. B. Mason, Engineer in Chief of the Illinois Central railroad.

Railroads in Georgia.

Southwestern Railroad.—The engineers are now engaged in surveying a route from Oglethorpe to Americus. They have passed over one of the proposed lines, and find the distance to be nineteen and a half miles. They are now on a second route, and will probably survey a third, when one of them will be selected. The prospects are highly favorable for the early completion of this road. All the stock required to be taken by the citizens of Sumter, has been subscribed for, and the first instalment paid in. Americus is a flourishing and healthy village, and will no doubt in a few years be equal in business and population to any other town in south western Georgia.

Eatonton and Milledgeville Railroad is nearly completed. The cars run daily to within 3 miles of the former place, and arrangements have been made to convey passengers to Eatonton without delay.

Atlanta and West Point Railroad.—The cars reached LaGrange on the 27th of January. The remaining seventeen miles of the road, from LaGrange to West Point, are nearly completed, and soon there will be a continuous line of railroad between the cities of Montgomery and Charleston.

The Connellsville Railroad.

We have obtained the following statement of the various routes, &c., of this contemplated road, as ascertained by the surveys of 1837.

Distance from Cumberland to Pittsburgh, by Will's Creek route, 154 miles—grade 66 feet.

Distance by Jennings' run route, 144 miles—grade 116 feet.

Distance by Baltimore and Ohio railroad and Great Youghiogheny, 174 miles—grade 116 feet.

The grade by Will's Creek and Jenning's run routes, refers to that part of the road between Cumberland and Castelman's river. Upon reaching the latter point, the grade is very moderate all the rest of the way to Pittsburgh.

The Youghiogheny route runs 34 miles in Maryland, Will's Creek 9 miles, and the Jenning's run 19 miles.

Savanna Branch Railroad.

The stockholders of the Savana Branch Railroad Company at their meeting on the 26th ult., elected the following directors:

D. A. Knowlton, C. Martin, Geo. Parinton, Silas D. Clark, Seymour G. Bronson, all of Freeport; John H. Adams, of Cedarville; John B. Turner, Wm. H. Brown, Thomas Dyer, E. S. Wadsworth, Charles Walker, Hugh T. Dickey, all of Chicago; Porter Sargent, of Savanna.

The following are the officers of the company:—D. A. Knowlton, President and Acting Director.

John Van Nortwick, Chief Engineer.

L. W. Guiteau, Secretary and Treasurer.

The directors instructed their engineer to locate the line and prepare the work for contract as early as practicable.

The amount of $500,000 of stock authorized to be subscribed having been taken, the board directed the book of subscription to be closed.

Wabash Valley Railroad.

We learn that the contemplated railroad from Toledo following up the valley of the Maumee river, and down the Wabash Valley is to be placed forthwith under contract.

Railroad Exhibits.

We give this week the report of the Chief Engineer and Superintendent of the Baltimore and Ohio railroad, for the year ending Sept. 30, 1852 They are interesting in showing the operations of one of the most important railroads in the United States, the second, in length of line and cost. We have an additional reason for presenting them at this time; we consider them to a certain extent, models which other companies will do well to follow, at any rate till more complete and perfect ones are produced. We desire to secure from all companies full and detailed statements of their affairs. As a means to this end, we shall continue to lay before our companies, whatever we may think worthy of imitation. We do not see how we are to get on much longer without a better system in the statements of most of our companies. It must be borne in mind that in most of the States, no reports are required by their legislatures. Even those made under the sanctions of law, often fail to convey any clear idea of the state of the company's affairs. We want reports that are made *voluntarily*, with a *desire* to *communicate* information, instead of *suppressing it*. The public must insist upon such reports, and consider the neglect to make them as an evidence that something is concealed that will not bear the light. Capitalists all over the world are beginning to be interested in our public works, and it is most desirable that they should have the best means possible of forming a correct and favorable opinion as to their value, and the manner in which our public enterprizes are managed. In endeavoring to effect reforms and bring about a system, the necessity of which all admit, we hope to have the aid and co-operation both of capitalists and railroad companies.

Pittsburgh.

In the month of August, 1850, the population of the City of Pittsburgh was 86,771. In January, 1853, it was 110,241. The value of taxables $65,000,000.

Greenville and Columbia Railroad.

This road is opened to Donaldsville, 103 miles from Columbia, and is expected to be completed to Greenville 38 miles further, by the first of July next, as well as the branch to Auburn, 23 miles.

Stock and Money Market.

The present has been a heavy week in the stock market, and most of the fancies have suffered a considerable decline. In some *coal* stocks there has been a eomplete break down. Confidence in a great measure, has been lost in the *coal fancies*, in particular, and they are consequently forced upon the market by weak holders, which is overloaded, and most of the speculative stocks suffer from this fact. The check which speculation has received we regard as likely to prove highly beneficial. The prices of sound securities are well sustained, and a good demand exists for first class railroad bonds and stock. There has been an active demand for money for the past week, but the supply is still ample for all legitimate objects. We shall not be at all sorry to see money in demand, and at comparatively high rates for some months to come. *Speculation*, for which a tight money market is the only cure, has been getting too rampant for some months past, and needs the check it has received.

A large sale of bonds $2,500,000, issued by the Parkersburgh railroad, and guaranteed by the city of Baltimore, and the Baltimore and Ohio railroad company was made in this city the past week, and averaged about 111. The bonds are 6 per cent. A sale of $1,250,000 of Baltimore and Ohio second mortgage bonds was made in Baltimore the past week at about 91.50. The receipts of the Erie road for the month of February are stated to be $308,000, those of the Hudson River $126,000.

The following is the business of the Mint in Philadelphia :

COINAGE FOR FEBRUARY.

Gold.	Pieces.	Amount.
Double Eagles	115,040	$2,300,800 00
Eagles	20,233	202,330 00
Quarter Eagles	51 886	129,715 00
Dollars	298,435	298,435 00
Total	485,594	$2,931,280 00
Silver.	Pieces.	Amount
Quarter Dollar	44.200	$11.050 00
Dimes	95 000	9,500 00
Half Dimes	135 000	6,750 00
Three cent pieces	2,700,000	81,000 00
Total	3,459,794	$3,039,580 00
Copper.		
Cents	200,031	2,000 31
Total	3,659,825	$3,141,580 31

GOLD BULLION DEPOSITED.

From California	$3,517,000 00
From other sources	31,000 00
Total	$3,548,000 00
Silver Bullion deposited	$13,560 00

GOLD DEPOSITED.

	1852.	1853.
January	$4,161,633	$4,962,097
February	3,010,222	3,548,000
Total	$7,171,910	$8,510,097

Railway Share & Stock List;

CORRECTED WEEKLY FOR THE
AMERICAN RAILROAD JOURNAL.

NEW YORK, MARCH 5, 1853.

GOVERNMENT AND STATE SECURITIES.

U. S. 5's, 1853	100½
U. S. 6's, 1856	107¼
U. S. 6's, 1862	115½
U. S. 6's, 1862—coupon	115½
U. S. 6's, 1867	120½
U. S. 6's, 1868	120½
U. S. 6's, 1868—coupon	120½
Indiana 5's	101½
Indiana 2½	56½
" Canal loan 6's	96
" Canal preferred 5's	37
Alabama 5's	98
Illinois 6's, 1847	91½
Illinois 6's—interest	62½
Kentucky 6's, 1871	110½
Maryland 6's	110½
New York 6's, 1854-5	108
New York 6's, 1860-'61-'62	117
New York 6's, 1864-'65	120
New York 6's, ½ y., 1866	120
New York 5½'s, 1860-'61	111
New York 5½'s, 1865	112
New York 5's, 1854-'55	106
New York 5's, 1858-'60-'62	108
New York 5's, 1866	113
New York 4½'s, 1858-'59-'64	101
Canal certificates, 6's, 1861	—
Ohio 6's, 1856	104½
Ohio 6's, 1860	109
Ohio 6's, 1870	116
Ohio 6's, 1875	117
Ohio 5's, 1865	106½
Ohio 7's, 1851	105½
Pennsylvania 5's	98½
Pennsylvania 6's, 1847,-'53	101
Pennsylvania 6's, 1879	99½
Tennessee 5's	95½
Tennessee 6's, 1880	108½
Virginia 6's, 1886	110½

CITY SECURITIES—BONDS.

Brooklyn 6's	106
Albany 6's, 1871-1881	107½
Cincinnati 6's	103½
St. Louis	101
Louisville 6's 1880	98½
Pittsburg 6's, 1869-1871	102
New York 7's, 1857	108
New York 5's, 1858-'60	101½
New York 5's, 1870-'75	103
New York 5's, 1890	104½
Fire loan 5's, 1886	—
Philadelphia 6's, 1876-'90	107½
Baltimore 1870-'90	109½
Boston 5's	102

RAILROAD BONDS.

Erie 1st mortgage, 7's, 1867	117
Erie 2d mortgage, 7's, 1859	108½
Erie income 7's, 1855	97½
Erie convertible bonds, 7's, 1871	97½
Hudson River 1st mort., 7's, 1869	106
Hudson River 2d mort., 7's, 1860	98½
New York and New Haven 7's, 1861	105½
Reading 6's, 1870	92½
Reading mortgage, 6's, 1860	96½
Michigan Central, convertible, 8's, 1860	111
Michigan Southern, 7's, 1860	102½
Cleveland, Col. and Cin. 7's, 1859	123
Cleveland and Pittsburg 7's, 1860	102
Ohio and Pennsylvania 7's, 1865	109
Ohio Central 7's, 1861	98

RAILROAD STOCKS.

[CORRECTED FOR WEDNESDAY OF EACH WEEK.]

	Mar. 3.	Feb. 24.
Albany and Schenectady	115½	115
Boston and Maine	105	105
Boston and Lowell	105½	106
Boston and Worcester	103½	103
Boston and Providence	88½	89½
Baltimore and Ohio	87½	90½
Baltimore and Susquehanna	32½	34
Cleveland and Columbus	125	125
Columbus and Xenia	—	—
Camden and Amboy	150	150
Delaware and Hudson (canal)	130	130
Eastern	96½	98
Erie	87	88½
Fall River	104½	105
Fitchburgh	101½	102
Georgia	—	—
Georgia Central	—	—
Harlem	67	68
" preferred	115	115
Hartford and New Haven	129	129
Housatonic (preferred)	35	35
Hudson River	65	66½
Little Miami	118½	120
Long Island	38	38½
Mad River	99	99
Madison and Indianapolis	104	105
Michigan Central	107	107
Michigan Southern	125	124½
New York and New Haven	111½	111
New Jersey	136	132
Nashua and Lowell	—	—
New Bedford and Taunton	117	117
Norwich and Worcester	51½	51½
Ogdensburgh	27	27
Pennsylvania	50	49½
Philadelphia, Wilm'gton & Balt.	38½	49½
Petersburg	—	—
Richmond and Fredericksburg	105	105
Richmond and Petersburg	35	35
Reading	91	89½
Rochester and Syracuse	129	130
Stonington	57	56½
South Carolina	122½	122½
Syracuse and Utica	144	140
Taunton Branch	115	115
Utica and Schenectady	149	149
Vermont Central	19½	20½
Vermont and Massachusetts	18½	19
Virginia Central	40	40
Western	100	101½
Wilmington and Raleigh	57½	57½

Railroad Lanterns.

Our readers will find an advertisement of every variety of railroad Lanterns in another page

Journal of Railroad Law.

INJURIES ARISING FROM MUTUAL NEGLIGENCE.

The following decision of Judge Marshall, of the Baltimore Common Pleas Court in the case of the *Baltimore, Wilmington and Philadelphia Railroad vs Temple* is probably in accordance with the weight of authority both of the Courts of Maryland and of most other States,—which have generally held, under circumstances like those in question, that although the conduct of a defendant may have been the *primary* cause of an injury sustained by a plaintiff, yet the latter cannot recover any damages, provided his own want of care was the *immediate* cause of the injury which he has sustained.

Some Courts however, like that of Maine, have held that a modification of this rule was demanded by sound equity and law,—and have decided that although both plaintiff and defendant contributed to an injury complained of, yet if the defendant might by the observance of ordinary care have avoided doing any injury to the plaintiff he is liable for a reasonable amount of damages notwithstanding the negligence of the latter. The latter doctrine implies the principle that when both parties are in fault, both must to some extent suffer the consequences.

Without undertaking to determine which view of this unsettled question is most consonant with justice and public policy, we subjoin the opinion of Judge Marshall in the case above mentioned.

"As a desire has been expressed by counsel that I should reduce to writing my reasons for the decision in this case. I shall proceed to do so in a few words. The case of Stokes & Saltonstall, in 13 Peters, decides that the responsibilities of the carriers of passengers is not the same as that of a carrier of goods, who are amendable for all losses not resulting from the act of God or of the public enemy; but that the carriers of passengers are bound to use the utmost care. The case in 13 Peters also, I think, settles the point, that the fact of the collision in this case must be taken as prima facie evidence of a want of care; and I do not think there was evidence to rebut this presumption of negligence; but on the contrary, I think there was evidence of fault on the part of the company's agent. It was proved, however, that the plaintiff at the time of the accident was standing on the platform, contrary to the regulations of the company, and against the express warning at the time of the conductor of the train, and that the sole injury he received, was from the crushing of the platform against his foot. Now, the collision was the fault of the company; but if the plaintiff had been inside the car, as he ought to have been, there is no doubt that the only injury from the collision would have been to the company itself, in the breaking of the car. This is not like the case of Stokes & Saltonstall, where Mrs. Saltonstall was supposed to have enhanced her danger by the unwise, but instinctive efforts she made to escape from all impending injury. Nor is the case in 1 Starkie, cases 49, &c., where a party in imminent danger leaped from a coach, and was injured by the leap.

In both these cases the parties caused or aggravated their injuries by their own acts, but they were acts naturally resulting from the danger superinduced by the negligence of the carrier. In both these cases the parties were free from fault up to the moment when they were supposed to have adopted unwise means of escaping from a danger to which they were exposed by the faults of the defendants. In the case now under consideration, on the contrary in the actual state of the case, according to the evidence, the only danger to the parties was from his position. Certainly his injuries were solely the result of his position on the platform. He did not receive his injuries in escaping danger but from having voluntarily and deliberately taken a dangerous position against the rules of the Company and in spite of express warning. The obligations of the carrier are of the highest kind, and are sternly insisted upon by the law. But the passenger is under obligations also, and if he violates them and his injuries are clearly the immediate result of such violation, I think he cannot punish the carrier, although he also be in fault. I see no reason why the principles of Irvine and Sprigg in 6 Gill should not be applicable to this case.

The principle there settled is that, though the primary cause of the injury by the fault of the defendant, the plaintiff cannot recover if the proximate cause of the injury be his own want of care. I am satisfied, if the plaintiff had been inside the car in this case, he would not have been hurt—he had no right to be on the platform; he was warned of it. I think he cannot recover for injuries resulting from his own imprudence."

THE RIGHTS OF ORIGINAL STOCKHOLDERS IN CASE OF EXTENSIONS OF ROADS.

This question has been discussed in the late case of the *Piqua Branch of the Eaton and Hamilton Railroad Company.* This was an application for an injunction on the part of two stockholders against the Directors of the Company,—and the principal question involved was, whether in constructing the Piqua branch of the road, under a Legislative act, the Directors could in pursuance of that act avail themselves of the credit of the original Company,—by issuing *general* certificates of stock to the subscribers to the Piqua branch, the same as those issued to the *original* subscribers to the road, and without the consent of all the stockholders.

The Court held as we learn from the Hamilton Telegraph, that the Directors could not legally issue such certificates, and that the principle of this decision had been established in the case of the *Ohio Stage Company.* The Court did not hesitate to say that the Legislature had in authorizing the issuing of the new certificates violated its contract with the original stockholders. For a charter is virtually a contract.

A temporary injunction was granted against the Directors, but the same does not affect the road in Butler and Preble county, and the applicants for the injunction were required to give bonds in the amount of $10,000 to secure the damages which may be awarded to defendants in the event of the ultimate dissolution of the injunction.

For the American Railroad Journal.

Alabama and Mississippi Rivers Railroad.

EDITOR RAILROAD JOURNAL:

In the list of railroads for Alabama, contained in the Railroad Journal of January 8th, 1853, there is one entitled "The Alabama Central." There is, according to my information, no such road in the state. Some years since a charter was granted, under that or some other title, to connect Montgomery with, I think, Vicksburgh. That charter expired by limitation. More recently a charter has been obtained, to connect, by railroad, Uniontown, located in the centre of the cane brake, (the best cotton region in the state,) with some point on the Alabama river, with power to extend the road westwardly from Uniontown, to the line between the states of Alabama and Mississippi. Under this charter, "The Alabama and Mississippi Rivers Railroad Company" has been organized; Selma, the southern terminus of the Alabama and Tennessee railroad, having been selected as the terminus of this road on the Alabama river: and more than half the amount necessary to complete the road between Uniontown and that place, having been subscribed by private individuals, the route has been located, and the grading of more than two-thirds of it is now under contract. The balance of the grading will, in all probability, be placed under contract during the present month; all taken by planters at the engineer's estimates, and payable partly in stock, when graded and bridged. This company has obtained a loan from the two per cent. fund, of one hundred thousand dollars, for ten years, five years without interest, and five years with interest at five per cent. To forty thousand dollars of this amount, its pro rata of the two per cent. fund, the company, according to the act of congress appropriating the same, is entitled, as a bonus. This road, when completed to the state line, will connect with the eastern extension of the road between Vicksburgh and Brandon, and also with the Mobile and Ohio road; and thus, in view of the many connections now in process of construction, must be the main channel of travel from the northeast to the southwest. Its great advantage, however, is that the first section, between Uniontown and Selma, must, unless every reasonable calculation prove false, be exceedingly profitable. Besides the great local travel and trade of the very fertile section through which it will pass, it will, at Selma, intercept the great western travel. The Tombigbee and Warrior rivers are rarely navigable during the fall months; and consequently, freight for a large section of country, west and northwest, will seek its destination, over this road, from the depot at Uniontown. The cost of this first section, thirty miles, will be, according to the liberal estimates of Mr. Troost, the chief engineer, fifteen thousand dollars per mile, including depots, engines, and all other necessary fixtures.

UNIONTOWN, ALA., Feb. 1, 1853. P.

Ohio.

Cleveland and Mahoning Railroad.—We have received the first annual report of the directors and that of the engineer of this company, to which we are indebted for the following information on the subject of the business prospects of the project, and the character of the line to be constructed.

The report of the directors considers the road as favorable and suited to the rapid transportation of passengers and freight. The strong grade encountered by all the roads centering at Cleveland, except the Lake Shore, on leaving the valley of the Cuyahoga, will be found no great difficulty on the present line, especially as its descent is in the direction of the heavy coal, iron and produce trade from the interior to the Lake.

The right of way has been secured for nearly the whole distance that the road has been located, on reasonable terms, at rates averaging, including fencing and all expenses, about $600 per mile.

The directors have secured spacious depot grounds at Cleveland including a passenger station, two convenient points to accommodate the retail coal trade, and a steamboat station for passengers and freight, with a suitable front on the Cuyahoga river, and affording every facility for the handling of freight.

The charter of the company authorizes the construction of a road from Cleveland to the east line of the State in the direction of Pittsburgh. It has been the design of the company to continue it to the latter city, or to connect at some suitable point with the Ohio and Pennsylvania railroad. Application for a charter will be made to the Pennsylvania legislature for this purpose as soon as it convenes and there is no doubt but that it will be granted.—The application will be sustained by the directors of the Ohio and Pennsylvania and Pennsylvania Central railroads.

The surveys have been directed without regard

to local interests upon the line, but towards the discovery of the best route from Cleveland to Pittsburg. These cities are the commercial centres of the region, and the line of the road which unites them passes through the richest and most densely populated portion of the Western Reserve, while it will command without fear of competition, the whole home trade of this large territory. The Cleveland and Pittsburgh railroad might be supposed from its legal name, in some degree to occupy the same field, it runs, except for a short distance at the western extremity, at an average distance of 20 miles from the Mahoning road, and it is only in connection with the Ohio and Pennsylvania railroad, that it forms a communication between Cleveland and Pittsburgh 8½ miles longer, and over a less favorable line than the Mahoning road.

The eastern boundary of the State of Ohio from the point where it is crossed by the Ohio and Pennsylvania road to the Lake Shore road, a distance of 80 miles is not intersected by a railroad line.—This boundary is at right angles to the course of trade to Cleveland in one direction, and to Pittsburgh in the other. Through no portion of Ohio or of the West can so long a line be drawn across the current of trade without meeting a railroad, and no portion of the State is more crowded with villages, towns, and manufacturing establishments. It is supposed it will enjoy a larger local passenger traffic than any railroad now terminating at Cleveland. To support this view it is stated that eight stages now run daily, each way, from towns on the line of the Mahoning railroad, to Cleveland and to stations on the Cleveland and Pittsburgh and Ohio and Pennsylvania railroads.

8 stages daily at 7 passengers each way	112
Travel by private conveyance	112
	224

equal to 112 through passengers, this amount will probably be doubled by the superior facilities afforded by the railroad. The population of the townships traversed by the Mahoning road is 64 per square mile, while that of the whole State of Ohio is but 50 per square mile by the census of 1850.

The line passes through the whole coal field of the Mahoning valley in the most favorable position. The coal trade is rapidly increasing, in 1849 the amount cleared on the canal at Youngstown and Warren for Cleveland was 751,837 bushels, in 1850, 1,389,901; in 1851, 1,946,225; and in 1852, 2,306,182 bushels. It is now transported 100 miles by canal and pays 20 cents toll per ton. The Ohio canal coal is transported 70 miles and pays 10 to 12 cents toll per ton. The Mahoning coal costs about 50 cents per ton more on its delivery, and its selling price is about 50 cents per ton greater than the Ohio canal coal, and yet it furnishes half the supply of Cleveland. The Mahoning road enters the field of coal 58 miles from Cleveland, and will pass sixteen miles through it at a level just below that of the beds worked, and over grades to Cleveland not exceeding 21 feet to the mile at any point. The lowest cost of delivering the coal by the canal exclusive of tolls and exclusive of the cost of unloading the boats is $1,15, amounting to a rate of about 2 cents per ton per mile by railroad. At the present rate of increase, the production in the Mahoning valley will in the year 1856 amount to 250,000 tons, or 800 tons per day, a trade alone which would justify the construction of the road from Cleveland to the coal region.

The Mahoning valley is the centre of a large iron trade, 130 tons per week are now made, and with the furnaces to be put into blast within a few months, the production will be increased to about 300 tons per week. All this is destined for the Cleveland market. One rolling mill is now in full activity at Niles, another is in preparation and a third will be running next season at Youngstown, all these furnaces and rolling mills are within one-half mile of the line of the road.

The agricultural products of the road will be very large, judging from the character of the country traversed, the cheese alone, received and shipped at Warren in a single season, has sometimes run up to 4,000 tons. The amount of flour manufactured for export by the mills on the line of the road reaches during the season of navigation 350 barrels per day.

Among the connections of the Mahoning road are at its western terminus—the Junction railroad now constructing to Toledo connecting at Sandusky with the Lake Erie and Mad River road, and at Toledo with the Southern Michigan, thus opening avenues without transhipment to Chicago and Cincinnati. At its eastern terminus it will connect with the Ohio and Pennsylvania, and in connection with that road and the Pennsylvania Central, form a connection between the Lake region and the cities of Pittsburgh, Philadelphia, Baltimore and Washington.

Summary and Estimate.

Local passenger travel equal to 224 through passengers daily, at three cents per mile	$216,646 00	
Through passengers, estimated at 40 each way per day, at two cents per mile	51,582 00	
150,000 tons of coal, at $1 20 per ton for 65 miles, including rent of coal yards and docks furnished by the company	130,000 00	
30,000 tons of iron at $2 per ton	60,000 00	
25,000 tons of local miscellaneous freight, agricultural produce, merchandize, etc., etc., at $3 per ton	75,000 00	
15,000 tons of through merchandize and freight at $3 per ton	45,000 00	
	$628,228 00	
Deduct 40 per cent. for expenses	251,201 00	
Net profits		$376,937 00

Equal to 15 per cent on $2,500,000.

The report concludes by expressing the wise resolution of the directors, not to put out the work until subscriptions be secured to pay for grading, and bridging, and the payment for right of way and depot grounds.

Mississippi and Missouri Railroad.

We see in the Davenport Gazette an official notice that John B. Jervis, Joseph E. Sheffield, Henry Farnam, John M. Wilson, Norman B. Judd, Ebenezer Cook, James Grant, John P. Cook and Hiram Price have incorporated themselves in accordance with the provisions of the "Code of Iowa," by the name of "the Mississippi and Missouri R. R. company." The road is intended to unite a point on the Mississippi, near Davenport, with a point on the Missouri, in Potawattomie county, near Council Bluffs. The capital stock of the company is $6,060,000. The Gazette, in speaking of this enterprise, says:

"Men who know no such word as *fail* have organized themselves with the intention of immediately commencing the work. Under the act granting a general right of way they will experience no difficulty in obtaining the lands on the route, and without delaying for the slow action of Congress—which appears determined to do nothing toward assisting our State to perfect this, another step toward the greatest enterprise of the age—they will proceed with the work.

"As the Rock Island and Chicago railroad approaches completion, the amount of travel to this point will be immense. So soon as the road is extended westward—no longer a chimera, but a matter of fact—Davenport will assume an importance that will place her among the first cities of the West. There is then a 'good time coming,' which so far as the prospects of this city are interested, will soon be realized."

Providence and Worcester Railroad.

The following are the several statements made by the officers in charge of the above road for 11 months, ending 30th of November, 1852.

Receipts		$120,172 22
Transportation of merchandize		108,490 56
Mails		2 826 86
Rents		2,254 41
Total		$233,744 05
Expenses		104,387 83
Balance		$129,356 22
Interest paid on bonds during eleven months		17,337 03
Net income		112,019 19
Dividend No 2, paid 1st July 1852	$43,725	
Dividend No 1, paid January 1st, 1853	43,725	
		87,450 00
Surplus		$24,569 19

This amount under direction of the board has been placed to the credit of the construction account, having been expended this year for that account and for equipment

The financial affairs of the company on the 30th of November 1852 stood thus:

Capital stock 14,575 shares		$1,457,000 00
Bonds	$306,000	
Paid in 1852	6,000	
Leaving due in August 1860		300,000 00
Total stock and bonds		1,757,500 00
Dividend payable 1st January 1853		43,725 00
		$1,801,225 00
Balance on construction account as per report of 1851		$1,570,529 22
Paid and charged during 11 months, ending Nov. 30, 1852		20,652 60
		$1,591,181 82
Deduct surplus transferred to this account		24,569 19
		$1,566,612 63
Expended for cars		103,415 32
Expended for locomotives		61,470 21
Total cost of road and equipment Nov. 30, 1853		1,731,498 18
Bills receivable, materials and cash		69,726 82
Total cost including cash and property		$1,801,225 00

The equipment consists of 6 passenger locomotives, 2 freight locomotives, 14 first class passenger cars, 3 second class passenger and baggage cars, 1 first class baggage car, 1 milk car, 155 freight, platform, and gravel cars, &c.

During the year a paint shop has been built at Providence and an engine house at Lonsdale. A track has been laid on the west side of the river at Providence as far as Dorrance street for $7,500, which proves a great convenience in the transportation of freight. In view of an increase of business the directors have entered into a contract for a new locomotive, and to have built 35 platform

and dumping cars. During the year the passenger trains have run with great regularity, and no passenger has sustained the slightest injury. The net income for eleven months exceeds that of the previous twelve months by $7,372 45. Two dividends amounting to 6 per cent. have been declared out of the net income.

Indiana and Illinois Central Railway. Company.

The directors of this company, to wit: E. W. H. Ellis and William Sheets, of the county of Marion; Henry G. Todd and Edmund Clarke, of the county of Hendricks; Higgins Lane, of the county of Putnam; E. M. Benson and A. L. Roache, of the county of Parke, met in this city on the 16th inst., and perfected their organization by the election of Col. E. M. Benson as President, John S. Spann as Secretary, and John Woolley as Treasurer.

The report presented of the amount of stock already subscribed, and of the interest taken in the work along the whole extent of the line, and among the prominent citizens of Illinois, was most gratifying. Through the energetic exertions of A. M. Puett, Esq., a liberal charter was promptly granted by the legislature of Illinois, conferring all the privileges and immunities necessary to procure the right of way, and to effect a consolidation of the entire line.

The directors have been fortunate in securing the services of Col. T. A, Morris as chief engineer, under whose direction, the survey, location, and estimates will be made. The work will be commenced immediately, and with every assurance of success.

A preliminary survey of the line has been made by A. B. Condit, Esq., from whose report the following extract is made, showing briefly the character of the route:

"I made the survey of the Illinois portion in September last. On arriving at Decatur, Illinois, with my party I found the road from Springfield to that place, 36¼ miles was in the hands of the 'Naples and Decatur Companies,' the State having sold its interest in the 'Northern Cross Railroad' to that company, binding them to complete the road in a certain length of time, and obligating them to expend $100,000 on the work previous to the first of February, 1853. The first seven miles of this road from Springfield east, was graded ready for the superstructure, including the masonry for crossing Sangamon river by the State. From Decatur to Springfield, the Sangamon river runs nearly due west, appropriating to itself the locality of our air line and forcing us to look up some other route. On the south side the route is impracticable, being a very broken country with two extensive tributaries of the Sangamon to be crossed, and the main Sangamon east of the capital. On the north we have only the north fork of the Sangamon to cross east of Decatur, and from thence the route of the 'Naples and Decatur Railroad' is over a level prairie country to Springfield, crossing the main Sangamon seven miles east of the city on the State grade and masonry.

"Decatur itself is 3.5 miles north of our air line; from thence east we diverge south of east crossing north fork of the Sangamon two miles east of Decatur, and reaching our due east line to Indianapolis 8.5 miles from Decatur. From the Sangamon to the Wabash, 80 miles, the road for directness of alignment, easy grades and cheapness of construction cannot probably be surpassed. We cross the intermediate streams Kaskaskia, Embarrass, and Brouillett's creek, with a grade of 26 feet to the mile, and embankments 12 feet high; with this exception the grades vary from level to 15 feet per mile, and cuts and fills from 0 to 5 feet in depth. 70 miles of this distance is a perfect air line due east and west. In getting a crossing of the Wabash we are highly favored by nature. The Little Raccoon, a stream about 5 miles in length, coming in from the west in our course with a valley that lets us down to the valley of the Wabash with an easy grade and light work.

"On the east side of the Wabash there are no bluffs. We pass into a second bottom prairie that lies above high water. On this second bottom, on the east bank of the river at our crossing, is situated the town of Montezuma, the Wabash and Erie Canal running along the west side between it and the river. At Leatherwood creek, 3 miles from the Wabash, we leave the prairie bottom and commence gently making the ascent of the table lands, and attain the summit at Rockville the county seat of Parke county, Indiana, 8.5 miles distant from the Wabash. From Rockville to the county line east, William's creek, and Little and Big Raccoon crossing our line at right angles, make considerable broken country, and will be the most expensive part of the whole line; from thence to Eel river in Putnam county, the country is quite favorable, gently undulating and level with occasional small branches; from Eel river to Danville, the county seat of Hendricks county, the country is of a similar character. From Danville to Indianapolis, 20 miles, the upland table of the country is very level: the main expense will be in the bridging and embankment of the several streams, the three White Licks, Abner's creek, two Eagle creeks, and White river at Indianapolis."

The distance from Indianapolis to Decatur is 150 miles; to Springfield 186 miles.

The expense is estimated by Mr. Condit at $1,883,897 or $12,553 44 per mile, but the character of the work may vary the expense materially. The estimates will be made by Col. Morris for the common track, and also for the six feet gauge. The character of the road, as the great eastern and western thoroughfare, may require the adoption of the latter, thereby increasing the cost of construction.

The directors appeal with confidence to the public for aid in carrying forward this great enterprise. Assurances have already been given by several contractors of their readiness to propose for the construction of the whole line, as soon as the necessary stock shall be secured. Action, energy, determination, on the part of its friends, will carry it through triumphantly.—*Indiana Sentinel.*

Nashville and New Orleans Railroad.

All the incipient steps have been taken to secure the rapid progress of this magnificent enterprise. Most of the route from New Orleans to the Tennessee river has already been located, and a considerable portion of it placed under contract. That portion from the southern terminus to the Mississippi state line, it is designed to have completed during the approaching summer. The whole line has been found to be far more favorable for building a good road than was anticipated. The magnitude of the work is scarcely equalled by any now in progress in the Union. It will be over 600 miles in length, and will cost at least $10,000,000. About $3,500,000 are now available for the company's use, independent of large subscriptions in several counties in Mississippi, through which the road will pass. This amount will be sufficient to complete such a portion of the road, as will enable the company to sell their bonds to aid in building the remainder of the great work. Mr. Robb, the eminent New Orleans banker, is president of this road, and his characteristic energy and financial ability will be brought to bear in furthering the interests and success of the company. The citizens of New Orleans, who have hitherto occupied the back ground in reference to internal improvements, are now rousing from their stupor, and are fully convinced of the fact, that if they would retain the commercial supremacy of the Mississippi valley, they must do as other cities are doing; that is, build a system of railroads, which will connect them with every section now tributary to them.

For many facts relating to this new enterprise, we are indebted to Mr. Jas. H. Grant, chief engineer upon the Nashville and Chattanooga railroad, but who now also has charge of the middle division of the Nashville and New Orleans road, extending from Canton, Miss., to the Tennessee river, a distance of about 210 miles. Mr. Grant will soon retire from the superintendence of our road, which has reached a state of completion that no longer requires his supervision, and devote his entire attention to the prosecution of his new charge. To his new field of operations he carries a well earned reputation as a prudent, accurate and successful practical engineer, and an accomplished and highminded gentleman.—*Nashville Banner.*

Mad River and Lake Erie Railroad.

Comparative statement of receipts for 3 months ending Jan. 31, 1853.

RECEIPTS, 1852-53,	
November	$51,698 96
December	33,421 52
January	32,915 30
Total	$118,035 78

RECEIPTS, 1851-52.	
November	$30,617 86
December	21,705 25
January	16,463 70
Total	$68,786 81
Gain, about 72 per cent	$49,248 07

The increase of each month, over those of last year, is as follows:

November	$21,081 10,	or about 69 per cent.
December	11,716 27,	do 54 per cent.
January	16,451 60,	do 100 per cent.

Tonnage Arrived at Tidewater by way of the Erie Canal.

The statement below gives the total tonnage arriving at tidewater by way of the Erie Canal, for a series of seventeen years, distinguishing between the tonnage from this State, and the tonnage from Western States:

Year	From Western States, Tons.	From this State. Tons.	Total Tons.
1836	54,219	364,906	419,125
1837	56 255	331,251	387,506
1838	83,233	336,016	419,249
1839	121,671	264,596	386 267
1840	158,148	309,167	467,315
1841	224,176	308,344	632,520
1842	221,477	258,672	480,149
1843	256,376	378,969	635,345
1844	308,025	491,791	799,816
1845	304,551	655,039	959,590
1846	506,830	600,662	1,107,270
1847	812,280	618,412	1,431,252
1848	650.154	534,183	1,184,337
1849	768 659	498,068	1,266,724
1850	773,858	598,001	1,371,859
1851	966,993	541,684	1,508 677
1852	1,151,978	492,721	1,644,699

The tons "from this State" are arrived at by assuming that all the property from "western States" reached tidewater, and by deducting that tonnage each year from the "total tons" arrived at tidewater.

We have before shown that the *tolls* on the products of this State seem to have reached their maximum, and to be on the decrease, while the tolls on property from western States steadily increase. The results as to the tolls are corroborated by the above statement of the tonnage. The products of this State coming to tidewater, by way of the Erie Canal, do not increase with a reduction of the rates, while those from western States increase largely.

The mere increase in 1852, from western States, over the previous year, is nearly equal to the whole amount from those States in 1842.

The amount from western States during the last year is nearly double that from this State.

It is seen that the total delivery from the Erie Canal has about doubled in the last ten years, reaching 1,644,699 tons in the last year. The cargoes of the boats which delivered these tons at tide water are ascertained to average 80 tons.

The Governor states in his message that an estimate has been made by the State Engineer and Surveyor, showing that by an expenditure of $409,000 on the channel of the Erie Canal, it will allow the passage of boats of 150 tons,—nearly double the average cargoes of the boats which delivered the 1,644,699 tons at tide water in the last year.

If this be done, and at the rate of increase be no greater than for the past ten years, it would take twenty years to reach the capacity of the 150 tons boat. Suppose the increase to be twice as fast, or equal to that of the last year, it would still take ten years, and without increasing the number of lockages.

With a delivery at tide water last year of 1,644,696 tons from the Erie Canal, the whole tolls on

the canals were over $3,000,000, or about $2 on a ton of the delivery. At the present rates of toll, it may be assumed that every ton of increased arrival at tidewater will add $2 additional toll. So that when the delivery at tidewater from the Erie Canal shall reach 3,000,000 of tons, whether it shall be in twenty years or in ten years, the tolls may be $6,000,000, and at that rate for any less time. Every increased delivery of 100,000 tons would give an increase of $200,000 in tolls.

Pennsylvania Railroad.

The prosperity of this road must always be a subject of deep concern to our citizens, and we are glad that there is much to show that it is now firmly established and rapidly progressive. The result of every month's and year's operation of the line, proves that it is continually growing in public favor as an avenue of intercourse between the west and east, and justifies the belief that it will eventually become one of the most successful improvements in the country.

We recently announced that the receipts of the company, during December, 1852, amounted to one hundred and ninety-eight thousand six hundred and twelve dollars, which was equivalent to an increase of one hundred and twenty-two and a half per cent. over the income for the same month in 1851. From an official statement just sent us, we learn that the receipts of the road for the month ending January 31st, 1853, were two hundred and thirty-three thousand five hundred and thirty-six dollars; which is an increase of thirty-four thousand nine hundred and twenty-four dollars over the receipts of the next preceding month, December, 1852—and an increase of one hundred and forty-one thousand three hundred and sixty-three dollars, as compared with the receipts in January, 1852.

These figures indicate very plainly, that our great central route is enjoying an extraordinary degree of success, and they are also full of gratifying promise for the future. In considering them, we find occasion for congratulating the stockholders in the road upon the excellent character of their investment, while, at the same time, they afford cause for even more pleasing reflections, with reference to the general interests of the city.—*Phil. North American.*

Provincial Railroads.

The Sherbrooke Gazette states "that Mr. Galt, President of the St. Lawrence and Atlantic railroad, who went to England, on railroad matters, has been very successful. A union of the St. Lawrence and Atlantic road with the Grand Trunk road, has been effected, and on such terms as will be likely to place the shares in the former at par, if not at a premium. An arrangement has also been effected with the Portland company, for a lease of their road on advantageous terms—contingent, however, on power being obtained to build a bridge over the St. Lawrence at Montreal, for which an application is to be immediately made to the Legislature. It is contemplated that the bridge will be stone piers, with iron tubes, varying from 150 to 200 feet span, with a centre of 360 feet, like the famous Menai bridge. It will be the first thing of the kind in America, and do infinite credit to the Province. Robert Stevens, the great engineer, is expected to come out to Canada, to decide on the plans, etc.—We also learn that the stock of the British American Land company, which a few years since was worth only six or seven pounds per share, is now selling in England for *fifty pounds* per share."

Maine.

Somerset and Kennebec Railroad.—At the large meeting held in this city, 14th inst., to devise means for the construction of the Somerset and Kennebec railroad, Mr. President Bronson stated that the estimated expense of building the road from Augusta to Skowhegan, and placing it in readiness for the cars, did not exceed $550,000, to which an addition must be made to the extent of the recent advance in iron. A subscription of $300,000 is deemed sufficient to secure the construction of the road—one half of which, it is said, can be procured on the route above Waterville, leaving the balance to be procured on the lower Kennebec and elsewhere.

The Kennebec and Portland railroad company is to take the lease of the Somerset and Kennebec road for twenty years—to run, and keep the road in repair, on a rent of six per cent. per annum on its cost of construction. This is in the nature of an absolute guaranty to the stockholders of six per cent. for twenty years, which must make the investment a safe one, at least to the subscribers for stock in that enterprise.—*Augusta Age.*

Wide vs. Narrow Gauge.

The Rochester N. Y. Union relates the following incident as occurring upon the New York and Erie railroad, illustrating the superiority of the wide over the narrow gauge in railroads. It says:

Upon the arrival of the mail train at Delaware station, it was discovered that a car in the train, loaded with 10 tons of goods belonging to the American Express company, had lost a wheel, in consequence of the breaking of an axle—close to the inside of the wheel. The express messenger had not discovered any difference whatever in the motion of the car. The wheel was subsequently found four miles west of the station, the train having run that distance, at the rate of 25 miles per hour, with perfect safety. The bearing or journals being inside of the wheel, the axle was securely held to its proper place. On all narrow guage roads the journal is upon the end of the axle, and outside of the wheel. The late Boston and Maine railroad accident is a lamentable commentary on outside journals.

Mansfield and Sandusky Railroad.

The tonnage transported over this road the past year amounted to 78,000 tons, being an increase over the previous year of 44 per cent. Receipts for freight were $201,713 00; or an increase of $31,112. Receipts from passenger transportation for the year were $96,100, showing an increase of 41 per cent. Receipts for transportation of mail $14,000, making an aggregate of $305,000.

RAILROAD CONTRACTS.

THE MOBILE AND OHIO RAILROAD CO.
HEREBY OFFER FOR CONTRACT THE
GRADUATION, MASONRY AND BRIDGING

OF 67 miles more of their road in North Mississippi, extending from the North line of Chickasaw County, to the Tennessee State Line, and passing through Itawamba and Tishamingo Counties.

Also, 118½ miles more of said road in the western District of Tennessee, and passing through Mc Nairy, Henderson, Madison, Gibson and Obion Counties.

The Line will be ready for inspection *in Tennessee* on and after the 1st of March, and in Mississippi on and after 25th of March next.

Plans, profiles and specifications will be exhibited, proposals received under seal, and contracts made at the following times and places, to wit:

March 10th to 19th inclusive, at Trenton, for Line through Abion and Gibson Counties.

March 20th to 30th, inclusive, at Jackson, for line through Madison, Henderson and McNairy counties.

April 5th to 5th, inclusive, at Carrolville, Tishamingo county, Miss., for line through Itawamba and Tishamingo counties.

Profiles can be seen, and other information obtained, as follows:—After 1st of March:

At Trenton, of Doct. Hess, Agent.

At Jackson, of Mr. Stevens, Engineer.

And after 25th March,

At Carrolville, of the Resident Engineer.

Some portions of the 185½ miles now offered for contracts, are heavy cuttings and fillings, and the whole line very desirable work: the light gradings being, mostly from side burrowing: the line occupies the high, rolling and healthy country intermediate between the Mississippi and Tennessee rivers, by both of which rivers easy access can be had to all points of the work, by an average land travel of 12 to 40 miles. Within a short time after this letting, 39 miles more and the last of the main road will be ready for contract, together with about 100 miles of branch roads.

The attention of Contractors is invited to the work, Obeon, described as most advantageous for their profitable employment, in consequence of the alluvial character of the country, low price of provisions and animals, and a very temperate and salubrious climate.

JOHN CHILDE,
Chief Engineer and General Agent.

New York. January 28, 1853.

PATENT
Locomotive Steam Cylinder
BORING MACHINE
AND FOR OTHER PURPOSES.

THIS Machine enables the Cylinders to be rebored without moving them from their places, thereby saving a great expense. We refer to Nashua & Lowell, Fall River, Vt. Valley, Vt. and Mass., Old Colony, New York and New Haven, Providence, Hartford and Fishkill, Western, Mass., New York and Erie, Boston and Worcester, Connecticut River, Worcester and Providence, Champlain and St. Lawrence, Boston and Maine and Hudson River Railroads, who have the Machines in use. For sale by

BRIDGES & BROTHER, Agts.,
64 Courtland St. New York.

January 20, 1853.

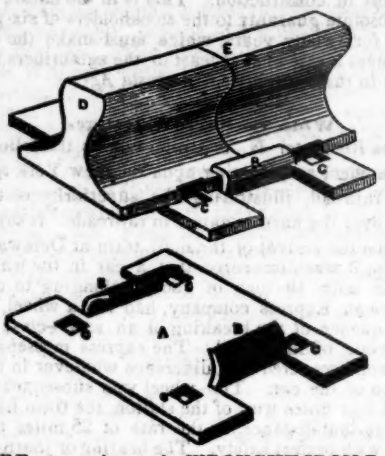
IRON.
Pierson & Co.,
24 BROADWAY, NEW YORK,

KEEP on hand a large and general assortment of ENGLISH and AMERICAN, Refined, BAR, BOLT, SHEET and SHAFTING IRON, especially manufactured for LOCOMOTIVE and CAR BUILDERS, and RAILROAD MACHINE SHOPS; also, Boiler Plates and Rivets, Sheet, Cast and Spring Steel.

Locomotive Cranks, Axles, Tires and Tire Bars, of the B. O. LOWMOOR, and other approved makes, imported to order on the most favorable terms.

February 14, 1853.

The American Railroad Chair Manufacturing Co.
IN POUGHKEEPSIE, N. Y.,



ARE prepared to make WROUGHT IRON RAIL ROAD CHAIRS, of various sizes, at short notice.

By use of the WROUGHT IRON CHAIR, the necessity of the wedge is entirely done away—the lips of the chair being set, by means of a sledge or hammer, close and firmly to the flange of the rail.

The less thickness of metal necessary in the Wrought Iron Chair gives much greater power and force to the spikes when driven—and consequently a much less liability to the spreading of the rails by reason of the spikes drawing or becoming bent.

The less weight necessary in the Wrought Iron Chair, will enable us to furnish them at a cost much below that of CAST IRON CHAIRS.

Our Chairs are made from Ulster Iron, the quality of which is well known. Our Chairs are made by machinery, and formed over a die, consequently all are uniform and alike.

Our Chairs are in use on the following Roads, viz:

Syracuse and Utica,	Chester Valley, Penn.,
Buffalo and Rochester,	Tioga, "
Northern,	Norwich and Worcester,
Montreal and New York,	Kings Mountain, S. C.,
Kennbec and Portland,	Columbia and Granville,
Plattsburg and Montreal,	Buffalo, Bayou Brazos and
Chicago and Rock Island,	Colorado, Texas,
Milwaukee and Miss.,	Panama, and others.

For further information address,
N. C. TROWBRIDGE, Secretary,
Poughkeepsie, N. Y.

January 1, 1853.

To Contractors.

HENDERSON AND NASHVILLE R. R.

SEALED bids addressed to the President of the Henderson and Nashville Railroad Company, at Henderson, Ky., will be received and are invited until the 1st day of April, 1853, for the construction of that part of said road running from the town of Henderson, by the way of Madisonville and Hopkinsville, to Trenton, Todd county, Ky., in all about eighty-three miles. The bids may be made out on either or any of the following basis—

1. For the grubbing and grading, including the ditching, draining, cuts, fills, culverts, bridges and turnouts complete, ready for the wooden superstructure, *of any one or more sections of the Road.*
2. The same with the addition of the wooden superstructure ready for the iron rails.
3. The same with the iron rails, chairs, etc., ready for the rolling stock, including broken stone or gravel ballasting.
4. The same with the depots, wood and water Stations, Engine and Car-houses, offices, etc., complete for use, or
5. Bids will be received as above for the construction of the *entire Road*, on the following basis—viz:

1. For the grubbing and grading, including ditching, draining, cuts, fills, culverts, bridges and turnouts complete, ready for the wooden superstructure.
2. The same with the wooden superstructure.
3. The same with the iron rails, chairs and broken stone or gravel ballasting, ready for rolling stock, including wood and water stations, etc.
4. The same with the full equipments of rolling stocks, depots, wood and water stations, Engine and Car houses and shops, offices, etc., complete, and the whole road and its equipments perfect and ready for use.

Complete drafts, maps and profiles of the Road from Henderson, via: Madisonville and Hopkinsville to Trenton, together with plans, estimates and specifications of the work, may be seen by persons disposed to bid for the whole or any part of it at the Henderson and Nashville Railroad Office, in Henderson, Ky., on and after the 1st day of March, 1853. Bidders will please give their Post Office address in their proposals.

In consequence of the inclemency of the season, the high water, and other circumstances, making it in the opinion of the Board of Directors, impossible for our skillful and energetic Chief Engineer, Wm. Bewley, Esq., to execute fully the locating surveys of our Railroad in time for us to exhibit the maps, profiles, plans, estimates, etc., on the 1st day of March, 1853, as stated in our original advertisement, we have determined to make a change in our advertisement, lest Contractors should be decived, and we now say that the maps, profiles, plans, estimates, etc., of our Railroad, will be ready for exhibition to Contractors at any time between the 10th day of April and the 10th day of May, 1853, within which time bids will be received, and that our original advertisement is thus far changed.

Any further or more detailed information asked either orally or by letter will at any time be cheerfully given.

By order of the Board of Directors of the H. & N. R. R. Co.

ED. H. HOPKINS, President.
Henderson and Nashville R. R. Co.

Wilkinson's
EXPLOSIVE
RAILWAY SIGNAL,
For sale by
BRIDGES & BROTHER,
64 COURTLAND ST., N. Y.

THE EXPLOSIVE RAILWAY SIGNALS are similar to those used in England and from experience are found to be much better. They are so constructed that the movement of an Engine over them at any speed, will cause an explosion that cannot be mistaken. In the night, from this same cause, there will be a bright flash, which will be so vivid that it cannot be passed unnoticed.

This will be found to be one more preventive of collision. It is often the case that during a fog or snowstorm, a train cannot be warned of its danger by a flag or lantern, and in such instances they are invaluable.

They are impervious to water, and will keep their explosive property any number of years. They can be handled and carried with safety, it requiring a heavy blow to explode them.

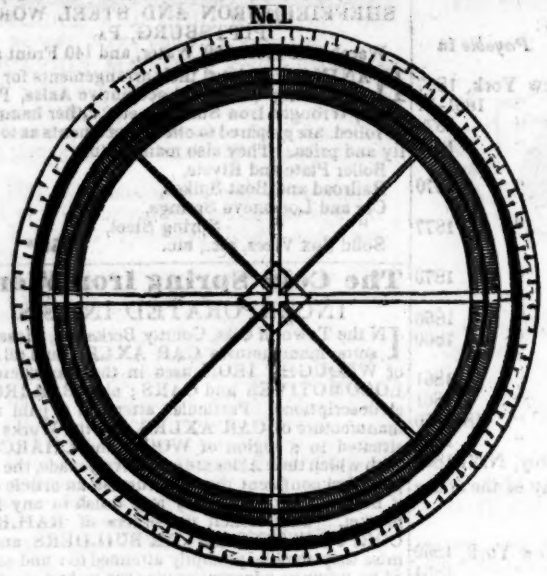
January 20, 1853.

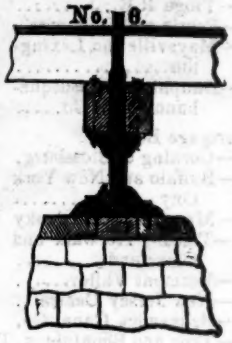
Gerard Ralston,
21 TOKEN HOUSE YARD, LONDON,
OFFERS HIS SERVICES FOR THE
PURCHASE AND SALE OF
AMERICAN SECURITIES,
COLLECTION OF DIVIDENDS,
DEBTS, LEGACIES, ETC.,
And for the Purchase and Inspection of
Railroad Iron, Chairs, or
any kind of Machinery.

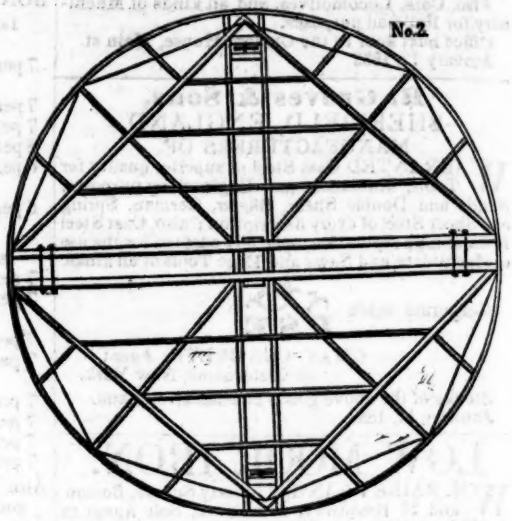
REFERENCES:
Messrs Palmer, McKillop, Dent & Co., London.
" George Peabody & Co, London.
" Curtis, Bouve & Co, Boston.
Richard Irvin, Esq., New York.
Robert Ralston, Esq, Philadelphia.
C. C. Jamieson. Esq., Baltimore. 39

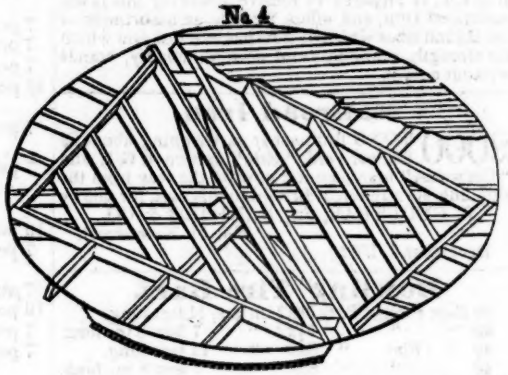
Dudley B. Fuller & Co.,
IRON COMMISSION MERCHANTS,
No. 139 GREENWICH STREET,
NEW YORK.

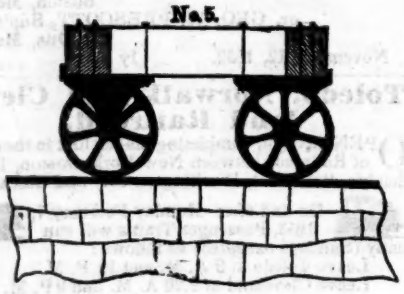
CARHART'S IMPROVED TURNTABLE.

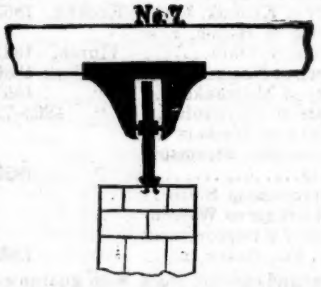












THIS TURNTABLE, together with an Engine and Tender of 30 tons weight, *is capable of being turned by ONE MAN in 25 SECONDS.*

The Patentee of this Improved Table would solicit an examination by those Railroad Companies which have not tried its merits. It is guarantied to be the cheapest and most durable one now in use; its simplicity rendering it impossible to get out of repair, unless it is placed upon treacherous foundations. The whole cost, ready for use, was formerly $1,300 apiece; this included all the workmanship and materials, which were the best that could be furnished, with the exception of excavating the pit and furnishing the rail for the tracks. At the present time, owing to the rise in Iron, and the scarcity of stone at some points, the subscriber is compelled to ask a small advance on the above mentioned price. Should it suit the pleasure of any to confer with the subscriber for further particulars, or inquire into the practical utility of the Table as tested for the last four years, they are respectfully referred to the

Hudson River R. R. Co.,

S. W. Roberts, Esq., Chief Engineer of the Ohio and Penn. R. R., at Pittsburgh, Pa.

O. Barnes, Esq., Resident Engineer of the Central Pennsylvania R. R., Pittsburgh, Pa.

J. Durand, Esq., Sup't of Cleveland and Pittsburgh R. R.

Wm. E. Furguson, Esq., Chief Engineer of Toledo, Norwalk and Cleveland R. R., Cleveland, O.

A. J. Conover, Esq., Chief Engineer of Columbus, Piqua and Indiana R. R., at Piqua, O.

Fig. 1, of the above cut, represents the Foundations, consisting of the Bank and Track Walls, the latter made of cut, and the former of hammer-dressed stone, with a cut coping. The Track is spiked and leaded to the stone wall, and cut perfectly level and smooth. The centre pier is of stone, with a step for the screw and pivot bolted to the same.

Fig. 2, shows the Carcass Framing.

Fig. 3, is a side view of one Main Truss, with the mode of gearing, including the mitre-wheels, and iron crank frame, rack and pinion.

Fig. 4, gives a perspective view of the rim, segments, decking, etc.

Fig. 5, is an end view of the main trucks, with pedestals and wheels.

Fig. 6, is the screw for the pivot, 6 inches in diameter, working in a steel step through a nut for adjustment.

Fig. 7, shows a cross section of the track wall, well and pedestal.

For further particulars, please address

D. M. CARHART,
Cleveland, Ohio.

February 14, 1853.